

GRAIN DEALERS JOURNAL

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The Day of Value

by
Wilbur D. Nesbit, Vice-President
Wm. H. Rankin Company

Any advertiser who can show value in the thing he has to sell can sell it today.

If there is one thing the great American public demands now it is value.

Not cut prices, not "bargains," but the knowledge that the product is as good as the price asked for it. The consumer is not on a buying strike. He has been saving what money he could—he has been in the position of a man who discovers that he has been going it a little too rapidly and has decided to put on the brakes.

Nobody who is earning money is doing without the necessities of life—or even doing without a few of its luxuries. In one moving picture theater the other evening I saw four thousand people—which was all the place would hold. All those people went to that theater because they could see a certain film, which they knew was worth the money.

People are not estimating the worth of an article by its price today. They are not buying a "hundred dollar coat." They are insisting upon getting a *hundred dollars' worth* of coat.

My business puts me in contact with men who have huge businesses and small businesses. The advertising industry is a barometer of what business is expected to be one month, three months, six months or a year from now. The plans that are under way for 1922 indicate that manufacturers and merchants feel that we have at last got down to solid ground and that business will continue to climb the hill steadily.

Every one of the advertisers I know is talking value to the public.

We have passed from the Day of Price to the Day of Value.

And there never was a time in the history of the world when the man who sold Value did not succeed.

BUFFALO

S. M. Ratcliffe,
Commission Merchants.

The Townsend-Ward Co.,
Grain Merchandising and Consignments.

Globe Grain Co., Inc.
Receivers and Shippers.

Watkins Grain Co.,
Consignments.

A. W. Harold,
Grain—Barley a Specialty.

Whitney & Gibson,
Consignments. Our Specialty, Wheat.

J. G. McKillen, Inc.,
Receivers and Shippers.

Armour Grain Co.,
Grain Merchants.

McConnell Grain Corporation,
Commission Merchants.

A. C. Davis, Inc.,
Grain Commission

Burns Grain Co.,
Grain Commission.

Seymour-Wood Grain Co.,
Consignments.

Churchill Grain & Seed Co.,
Receivers and Shippers.

Pratt & Co.,
Receivers and Shippers.

Taylor & Bournique Co.,
Grain Commission.

The Electric Grain Elevator Co.,
Consignments.

Lewis Grain Corporation,
Ship Buffalo—Consign to Lewis

Sunset Feed & Grain Co., Inc.,
Receivers and Shippers

**The Great Interi-
or Market of the
East**



**Offers A Steady
Demand**

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elvtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

M. H. Haym, successor to
Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.*
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burrs Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Grain Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Lewis Grain Corp., receivers & shippers.*
McConnell Grain Corporation, commission merchants.*
McKillean, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Taylor & Bourneque Co., grain merchants.*
Traders & Producers Supply Co., millfeeds a specialty.
Townsend Ward Co., The, consignments.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Board of Trade Members.

Hood Feed Co., flour, feeds, field seeds.

*Member Grain Dealers National Association.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
Leland & Co., E. F., grain and seeds.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.*
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.*
Requa Bros., wheat a specialty.*
Runsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Uplike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*
Gale Grain Co., The A. C., receivers & shippers.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

CLOVIS, N. MEX.

Western Elvtr. Co., The, recvrs.-shprs., hdqtrs kafir-milo.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DALHART, TEXAS.

Kinard Grain Co., J. C., wholesale grain & hay.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.*
Lyle-Taylor Grain Co., whlse. grain, hay, feeds.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Ashcraft Grain Co., S. B., wholesale grain.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. F. Rover, Mgr.*
Gallagher Grain Co., grain merchants.*
Honiton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Scott-George Grain Co., The, receivers and shippers.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elvtr. & Gr. Co., oats a specialty.*
Marshall Hall Grain Co., grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lapham & Co., J. S., receivers & shippers.*
Lichterberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAGERSTOWN, MD.

Valley Brokerage Co., feed, grain, hay broker.

HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. dlrs., dr., chick feed.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain Co., The, buyers for mills.*
Farmers Co-op. Com. Co., commission merchants.*
Goffe & Carkner, private wire.*
Hayes Grain Co., John, grain merchants.*
Hutchinson Grain Co., grain merchants.*
McClure Grain Co., J. B., buyers and sellers.*
Midwest Grain Co., The, shippers.*
Moore Grain Co., consignments—buyers of grain.*
Producers Grain Co., The, milling wheat.*
Southwest Grain Co., receivers and shippers.*
Union Grain Co., grain merchants.*
Vanderslice-Lynds Co., grain commission merchants.*

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hayward-Rich Grain Co., grain commission.*
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Probst & Kassebaum, Inc., hay, grain, feed.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.*
Royal Feed & Mfg. Co., mixed feed mfrs.*

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.*
Davis Grain Co., A. C., grain commission.*
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY, MO., (Continued)

Frisco Elevators Co., grain merchants.
Goffe & Carkner, grain commission.*
Hah-Baker Grain Co., consignments.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."*
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Grain Co., R. J., grain commission.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LEAVENWORTH, KANS.

Wilson-Legier Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

Light Grain & Mfg. Co., mill ptds., kafir, milo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cable & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.*
Farmer Will Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Verboeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Clark-Burkle & Co., grain and hay.
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
International Sugar Feed Co., feed mfrs. and grain.
Lovitt & Co., L. B., cotton seed and peanut products.
Marshall Brokerage Co., strictly brokerage.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.
Quaker Oats Co., feed & cereal mfrs.
Royal Feed & Milling Co., mixed feed mfrs.
Sessum Grain Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J., whole, gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, fl., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, earl corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.
Benson, Quinn Co., grain commission.*

MINNEAPOLIS, MINN., (Continued).

Chamber of Commerce Members.
Cargill Commission Co., grain commission.
Cereal Grading Co., grain merchants.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Malmquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Seidl, Frank J., all grains and feeds.
Sheffield Elevator Co., shippers of grain.
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. E., exporters.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.
Matthews Sons, Geo. B., mill feed manufacturers.
Nathan & Pettis, fwgd. art. & expt. fght. broker.*
Neumond, Inc., K. & E., dlsrs. & expts in feed articles.
Richeson Co., Inc., W. L., expt. shpgz., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwgd. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., fr. jobsrs.*

MOULTRIE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers & shippers.*
Allfeed Milling Co., feed manufacturers.
Kerr, S. S., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., recvrs. & shippers.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.
Strader & Co., J. Edgar, grain, hay, feed.*
White Grain Co.

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.
Roberts Grain Co., Geo. A., grain merchants.
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Felton Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
Miles, P. B. & C. C., grain commission.*

PEORIA, ILL., (Continued).

Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hudnut Co., receivers and shippers.
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commerctax Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Est., flour, grain, feed.*
McKay, Donald, grain and millfeeds.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.
Stites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Burson Grain Co., C. G., recvrs., shprs-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain hay, and feed.*

QUINTER, KANSAS.

Jones-Rogers Grain Co., brokers.

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.

SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.*

SALINA, KANS.

Board of Trade Members.

Baber Grain, Feed & Seed Co., grains, feed, seeds.
Bossemeyer Grain Co., The Paul, grain merchants.*
Richter Grain Co., wheat, coarse grains & millfeed.
E. L. Rickel, grain receiver and shipper.
Service Grain Co., grain, feed, grain products.
Weber Flour Mills Corp., millers, exporters, grain dlsrs.
Wright-Wilson Grain Co., milling wheat.

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whole grain, hay, flour, feed*

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., A. J., hominy feed.
Claiborne Commission Co., commission merchants.*
Herries-Yancey Grain Co., commission merchants.
Marshall Hah Grain Co., consignments solicited.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.
Bushfield Grain Co., receivers and shippers.
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nelson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Toberman, Mackey & Co., grain, hay, seeds.*

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

SIoux CITY, IOWA.

Board of Trade Members.
Button Co., L. C., grain commission.
McCaull Dinsmore Co., commission.*
Terminal Grain Corp., receivers & shippers.
Rumsey & Co., receivers of consignments.*
Merriam Commission Co., corn and oats.
Western Terminal Elevator Co., receivers and shippers.

SIoux FALLS, S. D.

Burke Grain Co., grain merchants.

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Moore, James A., grain dealer.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.

TOLEDO, OHIO.

Produce Exchange Members.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.

TOLEDO, OHIO, (Continued).

Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.
Young Grain Co., grain.
Zahm & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elev. Co., The, recvrs. & shprs.
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.

TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.*

TURON, KANS.

Turon Mill & Elev. Co., corn, wheat, millfeed, flour.

WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co., Inc., receivers and shippers.

WICHITA, KANS.

Board of Trade Members.
Baker-Evans Grain Co., milling and export wheat.
Beyer Grain Co., consignments and mill orders.*
Blood Grain Co., I. H., consignments, mill orders.
Claiborne Commission Co., commission merchants.*
Clark Grain Co., C. M., all kinds grain and feed.
Craig Grain Co., J. W., consignments and mill orders.
Foot Grain Co., consignments.
Hall Baker Grain Co., exporters.

WICHITA, KANS., (Continued).

Hayes Grain Co., John, Okla.-Kan., wheat for mills.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Kramer Grain Co., receivers and shippers.*
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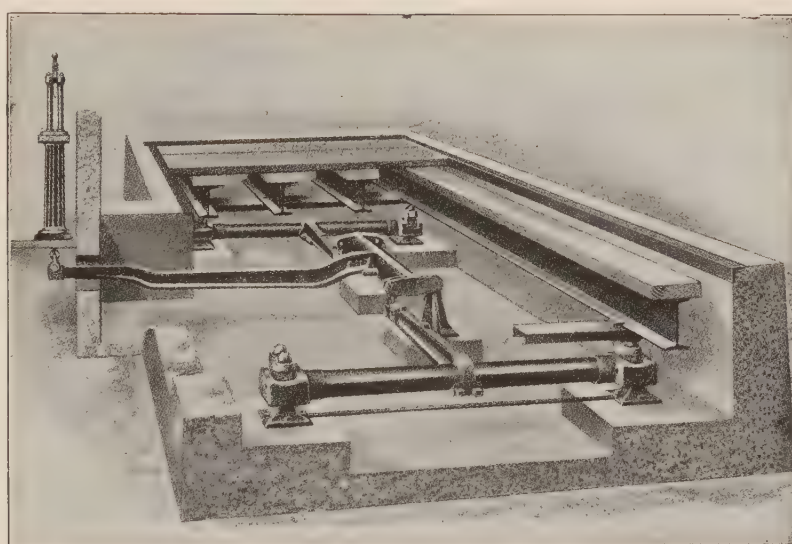
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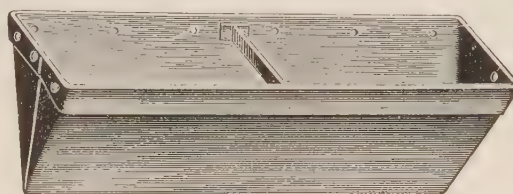
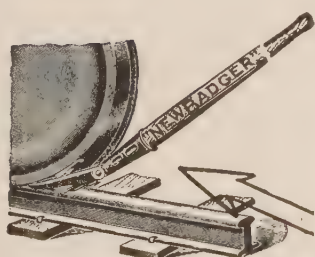
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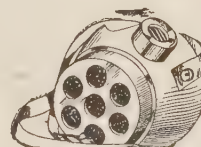
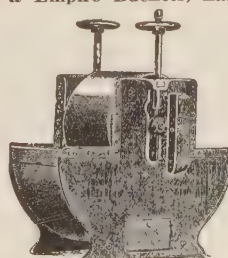
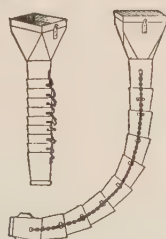
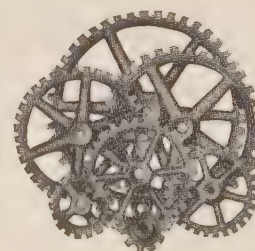


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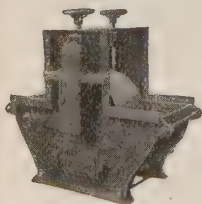
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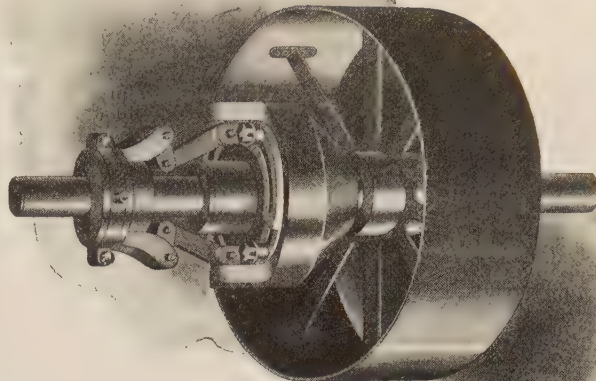
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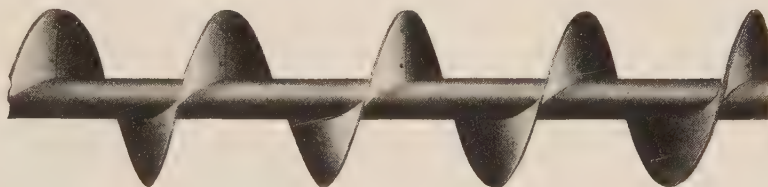
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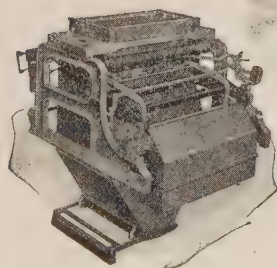


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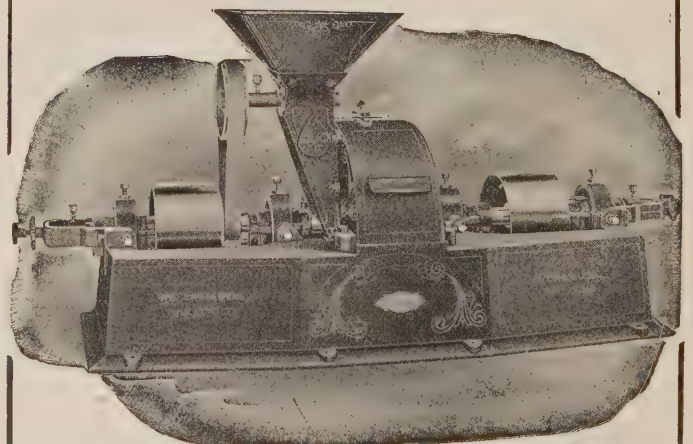
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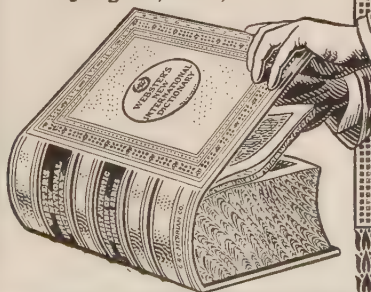
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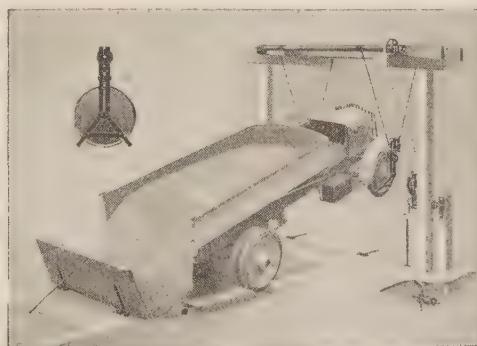
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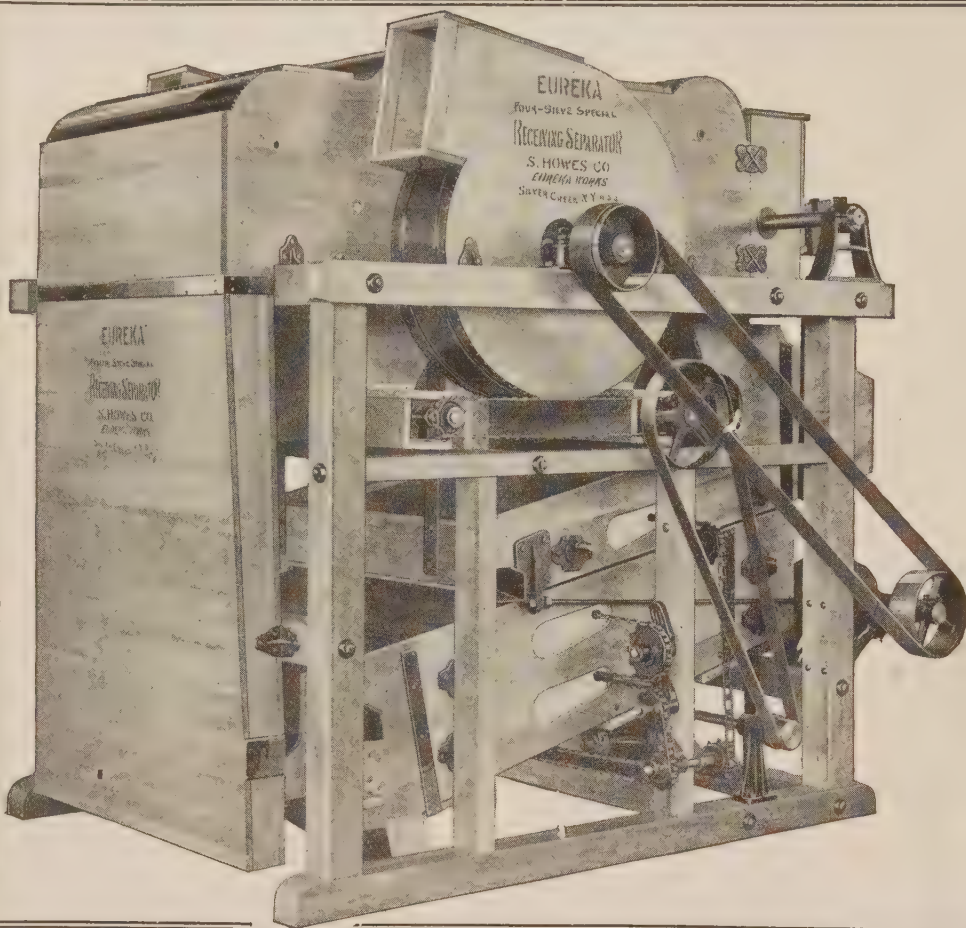
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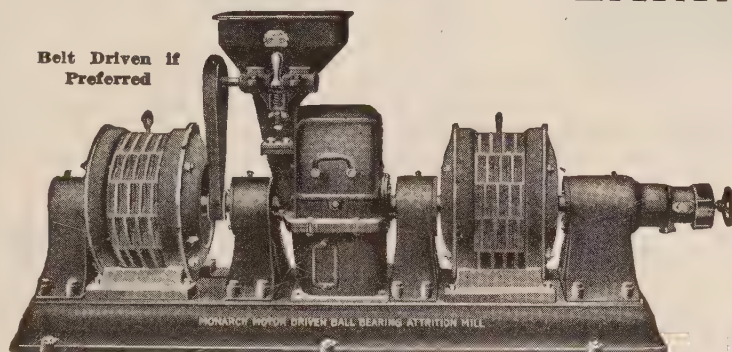
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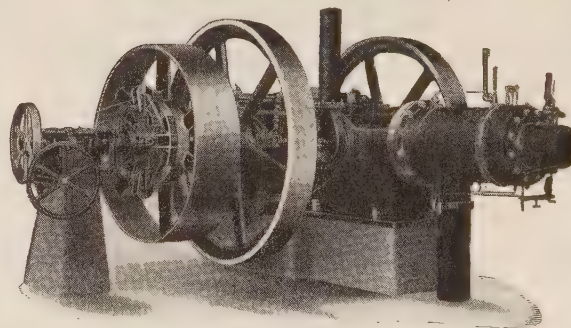
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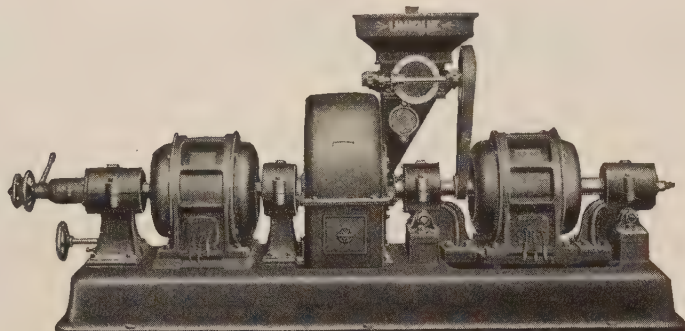
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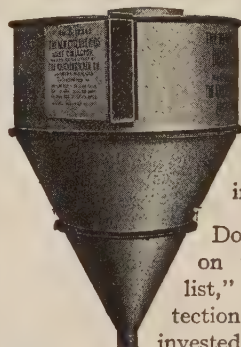
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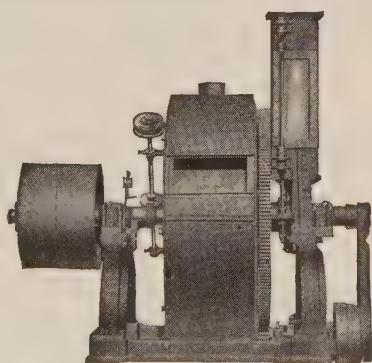
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facilitate keeping a record of weights and number of
bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns
are printed Date, Name, Kind of Grain, Gross, Tare, Net,
Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book
has 160 pages or spaces for records of 6560 loads. The
book is well printed, ruled on ledger paper, and substan-
tially bound in full heavy canvas covers. Weighs 2¼ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to
facilitate recording sales, shipments and returns from
the shipments made. Its use will save much time and
book work. The pages are 10½x16½ inches, used double.
The left-hand pages are ruled for information regarding
Sales and Shipments; the right-hand pages for **Returns**.
Under **Sales** the column headings are Date, Amount
Sold, Price, Grain, Terms. Under **Shipments** are Date,
Car Number and Initial. Our **Weights in Bushels, Grade,
Route, Rate**. Under **Returns** are Destination, Grade,
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The book contains 76 double pages, with room for records
of 2,250 cars, is printed on linen ledger, well bound in
heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.25

GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago,

FABRICATED STEEL PRODUCTS

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

Corrugated Sheets Erected

We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

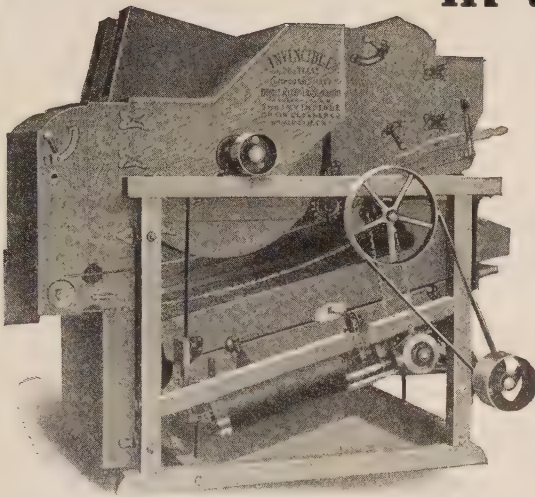
Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

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The Invincible Compound Shake Double Receiving Separator

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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

10,000 SHIPPERS

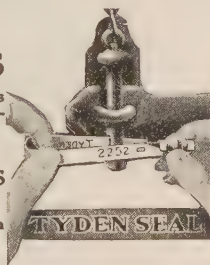
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Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg., Chicago, Ill.



A NEW SCALE

FOR

GRAIN GRADING

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture.

FOR QUICK AND ACCURATE DETERMINATIONS.

Dockage: 0 to 15% by 1/10% per 1000 grams (1 kg.)

Weight per bushel: 0 to 70 lbs. per bushel by 1/10 lb. using one quart dry measure.

Weight for moisture test.

Damaged kernels, foreign material other than dockage, etc.

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is here. Now is the time to let the elevator man know you want his business. Advertise in the

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A Reduced Cost of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

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Concrete, Tile or Wood

Years of experience in this line of work. Write and we will call and give you our proposition and estimate

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of the BETTER CLASS
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plant fills the individual needs

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Contractors, Designers and Builders of
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MODERN WOOD and FIREPROOF ELEVATORS

We furnish plans and estimates
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Write us about your requirements
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Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

Your Individual Needs

are respected when your elevator
is designed and built by

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NORTH PLATTE, NEB.

Write for Details of Our System

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

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386 120th Place, Blue Island, Ill.

THE RYAN CONSTRUCTION CO. SCHUYLER, NEBRASKA

We build Modern Fireproof Grain Elevators,
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

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Successor to
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Designing Engineers
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They contain many stories of interest.
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OF GRAIN ELEVATORS
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We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
ELEVATORS**
T. E. Ibberson Company
MINNEAPOLIS, MINN.

Are you in the market for a modern country elevator?
If so our engineering department is at your service. Our record is written in 1200 successful plants. Write us your requirements.

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HICKOK Construction Co. MINNEAPOLIS ELEVATORS

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ENGINEERS AND CONTRACTORS
Grain Elevators, Driers, Coal Chutes
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BLOOMINGTON, ILL.

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg.
Let us show you
433 Railway Exchange Bldg., OMAHA, NEB.

ANOTHER THORO-BRED
DESIGNED AND BUILT BY
THE MONOLITH BUILDERS, INC.

509 Mutual Building

Kansas City, Missouri



Elevators of our design and construction are the best endorsement of our work. We study your particular problems and build the elevator best adapted to your needs. Write us for further particulars.

Reliance Construction Co.
Board of Trade Indianapolis, Ind.

Rubber Protector, \$2.00
Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.



H. S. COVER
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**For Accurate Moisture Tests
use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.**

[illegible]

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the outer side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

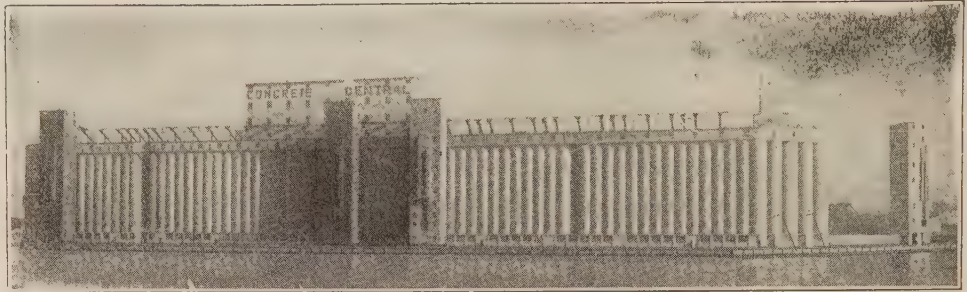


Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.



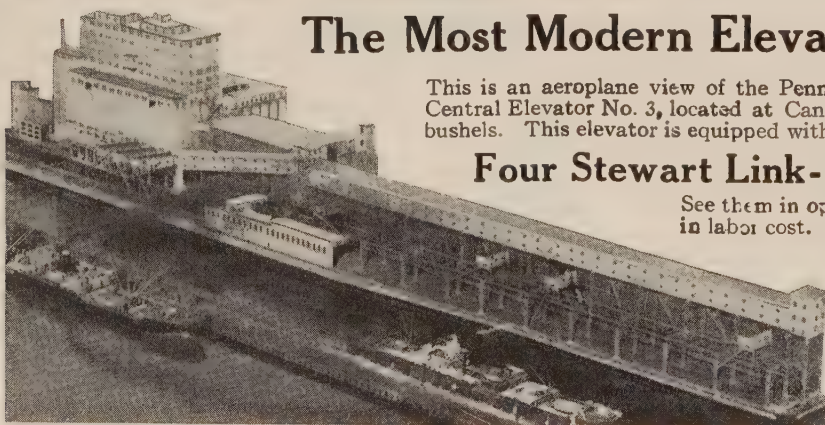
Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals



The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends, Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.





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Buenos Aires, Argentina

John S. Metcalf Co.

Grain Elevator Engineers

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BUENOS AIRES



New York State Barge Canal Terminal Elevator now under construction

\$148,345.00 saved by the State of New York in placing contract for this structure with us.
ADVANCED METHODS—INTENSIVELY DEVELOPED ORGANIZATION—MADE THIS POSSIBLE

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Elevators
Mills and Warehouses
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Any Size or Capacity

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Brandon Construction Company

The Southeast's Foremost ELEVATOR BUILDERS

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Estimates

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HALL SPECIAL ELEVATOR LEG

Not one moving part; that is the simplicity of the basic principle of the automatic non-chokable feed underlying the Hall Special.



A solid cast iron barrier regulates the automatic feed; that is the vigilance of the Hall Special.

Both feed and discharge are positive and accurate, needing no attention; that is the self reliance of the Hall Special.

Grain is elevated and distributed without a choke, without mixing the grades, in less time, at less cost than ever heretofore known; that is the economy of the Hall Special.

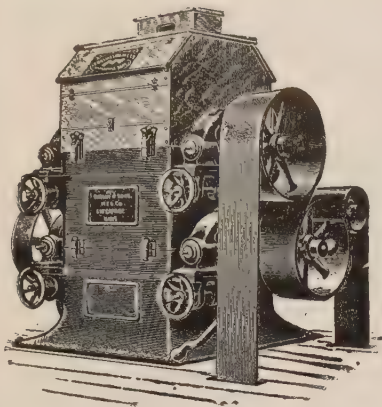
SAVES MONEY: TIME: LABOR: GRAIN

It is not an expense. It is part of the plant investment. It never needs renewing. Its convenience alone justifies its cost. It is the Hall Signaling Grain Distributor.

Hall Distributor Company, 222 Railway Exchange, Omaha, Nebr.

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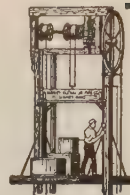
in the Northwest read this page;
your "ad" will be read too if you
place it here.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.
Enterprise, Kansas



SIDNEY ELEVATORS AND MAN LIFTS

are Money Makers

They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements. **SIDNEY ELEVATOR MFG. CO.** Sidney, Ohio

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

Fifty affidavits in duplicate are bound into a book, size 5½x8½ inches, printed on bond paper, with manila duplicates and two sheets of carbon, well bound in press board. Originals are machine perforated so they may be easily torn out. Each blank contains the following information:

..... being duly sworn, on his oath, says that on the day of 192...., he, acting as agent for at in the State of carefully and correctly weighed draughts on Hopper, Automatic, Wagon, Track Scales amounting to lbs. equal to bushels of No. and loaded direct or thru bin to car No. Initial for shipment to Messrs at in the State of and that said car was in condition and properly sealed when delivered to the Railroad; with space for notary public.

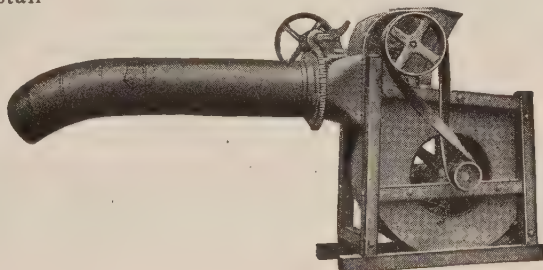
Order Form 7AW, weight ½ lb. Price 75 cents.

GRAIN DEALERS JOURNAL
309 So. LaSalle St. Chicago, Ill.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grain possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars

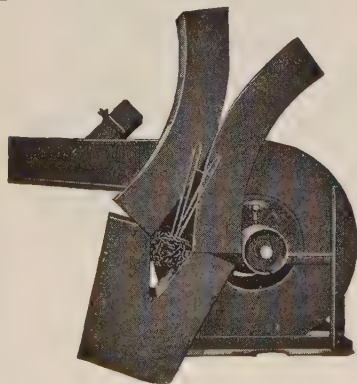
MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

DIRECT REDUCTION GRAIN TABLES IN FRAME

This set contains six cards with marginal indexes, giving reductions of any number of pounds from 600 to 6,590 by 10-pound breaks. For oats and cotton seed at 32 lbs.; barley, buckwheat and hungarian at 48 lbs.; shell corn, rye and flaxseed at 56 lbs.; wheat, clover, peas, potatoes at 60 lbs.; and ear corn at 70 and 75 lbs. to the bushel. Pounds are printed in bold faced type, and reductions to bushels directly beside the corresponding pounds. The six cards fit into a bass wood frame with a glass front. Frame can be hung anywhere and tables easily read thru glass. Size 12½x13¼ inches. Order Form No. 3275 DRF. Price complete, \$2.00.

The six cards of this set may be obtained without box frame for \$1.00.

GRAIN DEALERS JOURNAL
309 So. La Salle Street
Chicago, Ill.



Small Elevator Plans Free

Suggestive plans for small elevators from 2,000 to 6,000 bushels capacity will be mailed you upon request. These houses are low in height and cost. Grain loaded without scooping and plans include automatic scale, cleaner and Boss Air Blast Car Loader. Just the thing for many small stations.

We can also mail plans for small plants for receiving, storing and shipping corn in the EAR without scooping in the car.

You can make your old house modern by installing a Boss Air Blast Car Loader. Every car can then be loaded without scooping. Our Portable outfits meet many needs. Write today outlining your problems. We will send you complete information free.

Maroa Manufacturing Company, Dept. G, Maroa, Ill., U. S. A.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8¼x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$3.25

Grain Dealers Journal
309 So. La Salle St., CHICAGO, ILL.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
Randolph Grain Driers
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.
WIRE WHITE PHONE

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

SOUTHERN MICHIGAN—Line of country grain elevators for sale. Box 64, Scotts, Mich.

ELEVATOR, warehouse and coal sheds for sale. Clover Leaf Grain Co., Pleasant Bend, O.

CENTRAL IOWA elevator for sale; 45,000 capacity, ironclad and in fine condition. Good territory. Address Y30, Grain Dealers Journal, Chicago.

NORTHEASTERN KANSAS—Two good elevators for sale; Sante Fe; no competition; good money maker; bargain. Address 47Y9, Grain Dealers Journal, Chicago, Ill.

OHIO—Large country elevator, fine condition, fully equipped, good grain country, large feed and flour exchange business, for sale. Friedley Bros., Carrothers, Ohio.

COUNTRY ELEVATOR for sale on B. & O. R. R.; handle coal, fencing and posts; \$3,500; listed 10 M. bu. Also a small farm for sale. Address 47Y4, Grain Dealers Journal, Chicago.

N. W. OKLAHOMA elevator for sale at right price if taken at once; 20,000 bu. capacity; large territory; located at Augusta, on R. I. Address Carmen Grain & Supply Co., Carmen, Okla.

KANSAS—40,000 bu. elevator; coal and mfg. feeds; corn and wheat territory, in eastern part of state; splendid railroad facilities; good school town. Address 47Y6, Grain Dealers Journal, Chicago, Ill.

KANSAS—Small line nearly new country elevators for sale, ten to twelve thousand bu. capacity, in Kansas wheat belt; singly or all together; possession January 1st. Address 47X13, Grain Dealers Journal, Chicago, Ill.

MISSOURI—15,000 bu. elevator for sale on Wabash R. R., in good territory; electrically operated; only elevator here; carry all side lines; doing good business. Want to retire. Address 47X16, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—20,000 bushel elevator for sale; also coal, lumber and feed business attached. Will sell separately if desired. Good buildings and offices; good farming community. Price reasonable. Onondaga Co-operative Association, Onondaga, Michigan.

N. W. INDIANA elevator for sale, 8,500 bu. capacity, on two railroads, in best corn, wheat, rye and oats country; handle 100,000 bu. annually; town of 500 pop. Price \$6,000.00. This is a good live business. Address 47X30, Grain Dealers Journal, Chicago, Ill.

ILLINOIS 20,000-bu. capacity elevator, located on C., B. & Q. R.R., for sale. Good coal and feed business in connection, with new feed house and coal storage. Elevator in fine condition and equipped with electric power, 2 dumps, 2 scales. Exceptionally fine location. Only elevator in town. Priced right. Address 47S15, Grain Dealers Journal, Chicago, Ill.

RECEIVER'S SALE.

The lumber, grain and coal business of the Farmers Elevator Company of Gladbrook, Iowa, will be sold at public auction, December 28th, 1921, at 1 o'clock P. M. Elevator built of concrete in the fall of 1920, capacity 25,000 bushels. 600 ton coal handling plant built the same time, equipped with the Godfrey system. Handle 150 to 200,000 bushels grain annually, with good lumber and coal business; one of the best plants in the state of Iowa.

Terms of sale 10% date of sale, thirty days for balance.

William Lorenz, Receiver.

ELEVATORS FOR SALE.

20,000 bushel elevator for sale; large territory to draw from; good crops. Henry Hafner, Menno, So. Dak.

SOUTHWESTERN IOWA—Three elevators and loading station. Fine territory; no competition. Good opportunity. Address 47X14, Grain Dealers Journal, Chicago, Ill.

IOWA—THREE elevators in north central Iowa for sale. All doing good business and in excellent territory. Price right. Write quick. Address 46M4, Grain Dealers Journal, Chicago.

WESTERN IOWA—TWO elevators at adjoining stations handling grain, coal and feed. One man can handle both with helper. Both modern equipment, and big grain stations. Address 46M7, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—Well equipped mill and elevator in good eastern Oklahoma town of 4,000 for sale. A splendid investment opportunity on small capital. Suitable for general grain business, feed and chop grinding, milling, etc. A. W. Orr, 320 Glover Bldg., Kansas City, Mo.

CENTRAL ILLINOIS ELEVATORS—One handling 350,000 bu., \$25,000; one handling 250,000 bu., \$15,000; one handling 150,000 bu., \$12,500; one handling 100,000 bu., \$7,500. Some with no competition, others good competition. Now is the time to buy elevators.

C. A. Burks, Decatur, Illinois.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert a small advertisement in the "Wanted—For Sale" department of the Grain Dealers Journal, 305 So. LaSalle St., Chicago, Ill.

WISCONSIN—6,000 bushel capacity elevator for sale. Situated in the Holstein center, \$100,000.00 business transacted last year in Dairy, Feed, Grass Seed, Flour, Salt and Grain. All in A1 shape. Situated at Mapleton, Wis. Make me an offer, as I am going to sell. Come and see the property. Calvin J. Jones, R. No. 2, Oconomowoc, Wis.

OHIO'S BEST AND CLEANEST ELEVATOR. One of the best grain points in the state. Will sell at less than cost of replacement today. 25,000 bushel capacity, steam power. One other elevator in town. Will handle around 150,000 bushels annually. Good side line business. Good, modern town, 3000 population. For further particulars write Box 459, Hicksville, Ohio.

MISSOURI—10,000 bu. cap. elevator at Tarkio, Atchison Co., Mo., for sale. This house is in first class condition and handles from 100,000 to 240,000 bu. per year, mostly corn. Tarkio is town of 2,500 with good schools and fine U. P. college. There is no co-operative movement in prospect and no other real competition. Price \$6,500.00; terms. J. B. Shaum, Tarkio, Mo.

SALE AT AUCTION.

Two elevators and store room, located at Daleville, Ind., on Big Four R. R., handling grain, feed and coal; no competition; business has been established and continuously operated for past 50 years by J. P. Shoemaker, deceased; has always been a money maker. To close estate, property will be sold at public auction at noon. Tuesday, December 20, 1921.

Mary Alice Shoemaker, Executrix.

ELEVATORS FOR SALE.

GOOD TIME TO BUY.

Four grain houses, lumber yards in connection; Wisconsin; no competition. Address 47Y5, Grain Dealers Journal, Chicago, Ill.

KANSAS—Nearly new, up-to-date, iron covered elevator in eastern Kansas for sale; good business; fine prospects. Address 47V6, Grain Dealers Journal, Chicago, Ill.

SOUTHERN INDIANA—15,000-bushel cribbed elevator on private ground in County Seat town for sale. Good grain, flour and feed business. Address A. H. Richner, Crawfordsville, Ind.

SOUTHERN OKLAHOMA elevator for sale. Priced right if taken at once. Good coal business; large territory. Write for particulars. 47Y29, Grain Dealers Journal, Chicago.

OKLAHOMA—Modern, up-to-date, cribbed country elevator for sale, with mill buildings and warehouse in connection, on Frisco lines in Oklahoma in a community that raises strictly wheat. Has big trackage, several lots, and best location in town. Address Hunter Mill Co., Hunter, Okla., for price and information.

CENTRAL ILLINOIS—Two up-to-date elevators for sale, in excellent repair, together with residence property, good offices and fine equipment. Elevators are 32,000 and 18,000 bushel capacity, at adjoining stations, in the best grain section of Central Illinois. Handling from 350,000 to 400,000 bushels of grain annually, also side lines. Large territories and best of competition. Dissolving partnership and remaining partner cannot handle both plants, so will sell one or both plants or would consider new partnership with right party. This is an exceptional opportunity for some one. In order to make a prompt deal we have priced these elevators at what one of them is worth—\$25,000.00. Address 47W1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE OR RENT.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn. 46A13.

IOWA cribbed (ironclad) elevator for sale or rent, 16,000 bu. capacity, located at LeMars, on C., St. P., M. & O. with free switching to I. C. Ry. Well equipped; gasoline power. 5,000 bu. corn cribs adjoining. F. A. Post, LeMars, Iowa.

ELEVATORS WANTED.

TO EXCHANGE—Equity in improved 80 acre farm in Brown Co., Kansas, for elevator in Northeast Kansas. State price and capacity. Address Box 44, Powhattan, Kansas.

KANSAS—Want good elevator at a good point in western part of state. Eight to twelve thousand capacity. Address Y31, Grain Dealers Journal, Chicago.

INDIANA—Central or northern, elevator of ten or fifteen thousand bu. capacity wanted to rent with privilege of buying. Address 47V12, Grain Dealers Journal, Chicago, Ill.

LARGE 24 APARTMENT BUILDING, splendidly located in Chicago, well built, splendid condition, practically new; will show a net income of nearly \$800.00 per month; an excellent investment. Will trade for a good mill, elevators, or farm in Ohio. Address 47Y18, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE ELMER N. SMITH
Elevator Brokers, Frankfort, Indiana.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

ELEVATORS.

If you want to buy or sell an elevator write Olson Brokerage Co., Oklahoma City, Okla.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill

MILLS FOR SALE.

FLOUR MILL for sale, equipped, capacity 75 bbls. per day; corn and rye. 500 bushels per day; lake, rail shipment. Price \$18,500. Write Industrial Locating Agency & Loan Co., 1619 Ashland Block, Chicago.

NOTICE.

In pursuance of an order of the United States District Court, Southern District of Ohio, Eastern Division, I will sell on December 14th, 1921, at 2:00 p. m., the following real and personal property of The Krumm Milling Company, a bankrupt, and

Being a 100-bbl. flour mill, electric power, with flour blending plant, capable of grinding and blending 200 bbls., situated five miles east of Columbus, Ohio, on East Broad street, and located on two acres of ground, including machinery, benefit of railroad switch, scales, store room. Appraised \$15,588.25.

Also at the same time and place for cash—

1 New Gramm-Bernstein Truck, appraised at	\$3,000.00
1 Old Gramm-Bernstein Truck, appraised at	400.00
1 Ford Coupe, appraised at	375.00
5 Shares Preferred Stock of R. J. Thacker Co. of New Lexington, O.,	250.00
1 Remington Typewriter, appraised at	37.50
1 Heating Stove, appraised at	10.00

Said property will be sold to the highest bidder, subject to the approval of the Court. Terms of sale cash. Sale will take place at Mill property.

For further information see or write

D. M. Hamilton, Trustee, 327
Citizens Bank Bldg., Columbus, Ohio.
R. E. Westfall and
A. S. Burket,
Attorneys for Trustee.

BUSINESS OPPORTUNITIES.

EXPERIENCED GRAIN EXPORT man familiar trade tributary Gulf, wishes work joint account or salary. Address Y33, Grain Dealers Journal, Chicago.

PART INTEREST for sale in well established firm engaged in the construction of concrete elevators. For particulars address 47V30, Grain Dealers Journal, Chicago, Ill.

RETAIL FLOUR, Feed & Ice business for sale; no competition; storage on tracks; retail house center of town; located in Osage Nation, Oklahoma. Steady oil production; many wells yet to be drilled. Price \$4,000.00. Address T. F. Jameson, 509 W. 3rd st., Coffeyville, Kans.

WILL SELL HALF INTEREST in my elevator and feed business, located in one of the best farming districts in Indiana. Want to branch out and need more capital and an active partner, one as essential as the other. One of the best paying propositions you will find. This will bear the closest investigation. Address 47X10, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

DESIRE TO KNOW present address of L. D. Mitchell, formerly of Paris, Ky. Address 47Y3, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FULL EQUIPMENT for elevator for sale—gas engine, cleaners, shafting and pulleys. Address Box 198, Cicero, Ind.

BOSS CAR LOADERS for sale; several No. 8; good as new; complete, ready to install. Address A. H. Richner, Crawfordsville, Ind.

ATTRITION MILL for sale; new, electric; never installed account selling elvtr. after mill bought. Kinsey Bros., No. Manchester, Ind.

NO. 0 VICTOR CORN SHELLER & CLEANER combined for sale at bargain price; slightly used, good condition. Address Breese Grain Company, Breese, Ill.

J. L. OWENS CLEANER for sale; new Dual No. 50, with complete set of sieves for cleaning wheat, oats, barley, corn and flax. Will sell cheap. Address Schultz Bros., Wentworth, S. D.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets, and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

FOR SALE.

Used Midgets, all sizes
Corn Rolls, all sizes
10 Receiving Separators
2 Williams Ball Bearing Grinders & Pulverizers
6 Corn Shellers
5 Oil Engines
H. C. Davis, Bonner Springs, Kansas.

1 Boss Car Loader, in good condition.
1 Hoppes Water Heater, nearly new.
1 Water Supply Tank, in good condition.
800 ft. 1½ inch Manila Transmission Rope, slightly used.
Have installed electric equipment.
The Fletcher Grain & Supply Co., Fletcher, O.

FOR SALE.

1 4 compt. O. B. D. Moisture Tester complete; elec. heat 110 volt.
1 Boerner Sampling Device.
1 R. C. Fairbanks weight per bu. apparatus.
1 each wheat and corn sieve; 1 grain trier; three sampling pans. For tester—flasks, thermometers, condensing tubes, graduates and rubber stoppers.
None of equipment ever used. Will sell 15% less than regular dealers' prices, f. o. b. San Antonio.
Blue Star Elevator Co., San Antonio, Texas.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St. Chicago, Ill.

MACHINES FOR SALE.

MOISTURE TESTERS for sale; two (two-compartment) Brown-Duvel, one alcohol and one electric heated. One has never been used, the other used five times. Also one Seed Trade Buro four-in-one percentage scale for testing grain. All in excellent condition. Half price for quick sale. Fayette Grain Co., Connersville, Ind.

MACHINES WANTED.

WANTED—To buy a 50 barrel Midget Marvel or 20th Century Flour Mill. Address Farmers Grain & Elevator Co., Groom, Texas.

FEED GRINDER wanted; good second-hand, single disc; motor driven preferred. Motor must be two phase. A. C. Humphrey Bros., Normal, Ill.

FEED GRINDER wanted; 40 to 60 barrel capacity; good. One set steam governors for Atlas engine, size 2½ inches. The Woodbury-Elliott Grain Co., Muncie, Indiana.

BLEACHER or sulphuring plant wanted. Must be in first class condition. State capacity, how long used, price, manufacturer's name and full particulars. Address 47V23, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINE FOR SALE.

BARGAIN FOR QUICK SALE.

One 65 h.p. Center Crank Steam Engine with 80 h.p. High Pressure Boiler (new). Also Double Cylinder Snow Pump and all pipe connections, in first class condition. Write Farmers Union Co-op. Ass'n, Maple Hill, Kansas.

OIL AND GAS ENGINES.

GAS ENGINE for sale; 25 h.p. International Mogul, equipped to use kerosene, gasoline or natural gas. Price \$750.00 f.o.b. El Dorado, Kans. L. H. Powell & Co., El Dorado, Kansas.

PRIMM OIL ENGINE, 35 h.p., No. 418, 250 R.P.M., in fair condition; also one Power Clipper Seed Cleaner No. 116, in good condition. Will sell low for cash. Hull Bros., Larwill, Ind.

FAIRBANKS-MORSE—One 32 h.p. kerosene or crude oil, electric light type. One 12 h.p. kerosene or gasoline fuel. The above engines are in good shape with fuel tanks. Write for detailed descriptions and prices. O. A. Talbott & Co., Laclede, Mo.

ENGINE WANTED.

WE ARE in the market for a good used 10 h.p. gas or oil engine, Fairbanks preferred. Address Gessie Grain Co., Gessie, Ind.

DYNAMOS—MOTORS.

WAGNER—One 20 h.p. single phase, 60 cycle, 220 volt, 1100 r.p.m. Motor in A-1 condition. For full details and prices write O. A. Talbott & Co., Laclede, Mo.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

THE WORLD'S LARGEST
ELEVATORS USE THIS BRUSH

For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.
Price \$16.00 per dozen, F. O. B. Minneapolis

Flour City Brush Company

422-424 South Fourth Street

MINNEAPOLIS

HELP WANTED.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

OFFICE APPLIANCES.

PROCTOGRAPH for sale; never used; good as new. A. J. Scheer, Wildrose, N. D.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

PARTNERS WANTED.

WILL SELL HALF INTEREST in my elevator and feed business, located in one of the best farming districts in Indiana. Want to branch out and need more capital and an active partner, one as essential as the other. One of the best paying propositions you will find. This will bear the closest investigation. Address 47X11, Grain Dealers Journal, Chicago, Ill.

BUCKWHEAT.

I AM IN THE CENTER of the buckwheat section. Send your orders to J. C. Boyd, Guys Mills, Pa.

BARGAIN SALE ON SHELF-WORN BOOKS.

These books are slightly soiled and shelf worn. To clear out these books promptly we are offering them at greatly reduced prices.

Two No. 222Co, Orders for Cars. These books contain 50 blanks in duplicate for ordering cars in writing from station agent. Carbon copy enables you to keep record of cars ordered. Books are worn from salesmen's usage. Order Form 2222 Co. Price 40 cents each.

Two No. 3SN, Shipping Notices. These books contain 50 shipping notices in duplicate with two sheets of carbon. Fill one and send with each bill of lading and help your receiver handle your cars correctly. Above books are soiled and shelf worn. Order Form 03SN. Price 50 cents each.

One Clark's Grain Tables, for wagon loads, reduces pounds to bushels from 100 to 4090 lbs. at the following weights per bu.: 32, 33, 35, 45, 48, 50, 56, 60, 70, 72, 75 and 80. All the tables are contained in one book. Order Form 8032 S. W. Price 40 cents.

Three No. 6CB, Purchase and Sale Confirmation Blanks. These books contain 50 confirmation blanks in triplicate and three sheets of dual faced carbon. Fill in all particulars of your agreement, send two copies of it to the other party. He signs and returns one and keeps the other, thus having a perfect understanding regarding the deal. These books are shelf worn from being used as samples. Order Form 06CB. Price 60 cents each.

GRAIN DEALERS JOURNAL.

309 South La Salle St., Chicago, Ill.

SITUATIONS WANTED.

POSITION as manager of retail grain business wanted. Best of references furnished. Address 47Y16, Grain Dealers Journal, Chicago.

SITUATION WANTED in country elevator by a married man; 12 years' exp., 9 years supt. terminal elvtr.; first class references. Address 47X4, Grain Dealers Journal, Chicago, Ill.

MANAGER—14 years' experience, married, 39 years old, wants position as mgr. Farmers Elvtr. Co. with good business. Have clean record. Address 47X21, Grain Dealers Journal, Chicago.

MANAGER with 15 years' experience, well known by the grain trade, wants position as manager of Farmers Elevator; age 38; best references. Address L. Box 164, Paxton, Ill.

MANAGER with 18 years' experience handling grain and various side lines, expert accountant, desires position after January 1st as manager or solicitor. Address 47X9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED OFFICE EXECUTIVE and accountant considering making change. Married. University education. Now connected with grain, feed and flour business. Address 47W16, Grain Dealers Journal, Chicago.

A1 MANAGER desires position in the grain trade; 5 years' experience; farmers elevator or line house preferred; high school and college training; can handle any community; age 37; A1 references. Peter Kruse, Pesotum, Ill.

MANAGER—Position wanted by young man with 6 years' experience in grain and side lines, as mgr. of farmers or line elvtr. Indiana, Ohio or Illinois preferred. Bookkeeper. Best of references. Address Y32, Grain Dealers Journal, Chicago.

ENGAGEMENT DESIRED with high grade concern. Have many years' experience track and country buying. F. O. B. and C. I. F. selling. Have active foreign correspondents now. Highest references. Address 47X8, Grain Dealers Journal, Chicago, Ill.

MAN with 10 years' experience in the grain and feed business wants position with good firm. Have three years' road experience, also transit house and general office work. Well acquainted throughout Ohio, W. Va., Penn. Can begin Jan. 1st. Address Y34, Grain Dealers Journal, Chicago.

YOUNG man 33 years old, 14 years' experience as mgr. of lumber, grain, coal and millfeed business, wants position; with present firm past 6 years; best of reasons for making change; excellent references. Will make personal call to parties who mean business. Address 47Y19, Grain Dealers Journal, Chicago.

YOUNG married man, experienced in seed and grain business, 10 years in executive and managerial capacity, competent in general office, organization, mail order, sales, advertising, etc., desires a connection with Seed-Grain firm, or to represent or manage branch office or house in a Texas city. Address 47Y1, Grain Dealers Journal, Chicago, Ill.

Helpful Books

FOR

Carlot Grain Handlers

Clark's Fractional Values: This table is on heavy cardboard. Size 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels, at ¼, ⅓, ½, ⅔, ¾ and ⅞ cents. The amount of bushels is shown in red and the value in black. They are the most conveniently arranged tables for showing fractional values of bushels. Price 25 cents.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Baugh's Grain Export Calculation Tables is a new book published to overcome the inadequacy of existing tables in these days of wide fluctuations in commodity prices and exchange rates. Book is arranged by commodities, wheat, corn, oats, rye, barley, peas and oil cake, each section covering all the countries involved. Book is well printed on ledger paper, having 104 pages, bound in flexible leather. Price \$15.00.

Purchase & Sale Contracts is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his purchases and sales contracts to determine instantly whether he is long or short. Left hand purchase page column headings are: Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks. Right hand sales page column headings are: Date, To Whom, Bushels, Grade, Shipments, Price, By Whom, How and Remarks. Book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in heavy canvas. Order Form 18 P&S. Price \$2.75.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.55 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form No. 36. Price \$6.00.

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COLUMBIA MOTOR TRUCK SCALES Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

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Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

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Continuous Seed Service

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The Mangelsdorf Seed Co.Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN**The Proper
Christmas Present**for your business or a
Brother Grain Dealer
is a copy of**Universal
Grain Code**Bound in Leather, with
name in Gilt Letters.
Price \$3.25, prepaid.**GRAIN DEALERS JOURNAL**315 South La Salle Street
CHICAGO, ILL.**Field and Grass
Seed Trade Directory**

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Mangiesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds
Louisville Seed Co., clover & grasses.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Mitchellhill Seed Co., clover, grasses, sorghums.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.
Mangelsdorf, Ed. F. & Bro., wholesale field seeds

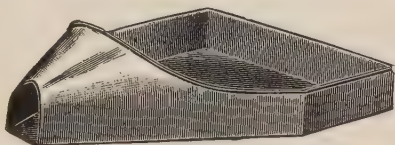
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SIOUX FALLS, S. D.

North Western Seed Co., wholesale field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.**SEED SAMPLE PANS**Made of sheet aluminum, formed
by bending, reinforced around top
edge with copper wire. Strong, light
and durable. The dull, non-reflecting
surface of the metal, which will not
rust or tarnish, assists the user to judge
of the color and detect impurities.
Seed Size, 1½x9x11". Price \$1.65

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GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.**Scale Ticket Copying Book**This book contains 125 leaves of scale tickets, four to a leaf.
Each leaf folds back on itself so as with the use of a sheet of carbon
to make a complete and perfect copy of the original on the stub which
remains in the book. The original tickets form the outer half of the
page, so the removal of any ticket does not release the others.Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross
lbs., Tare lbs., Net lbs., Price per bu., Test, Man On-Off, and Weighers Signa-
ture. Size 9½x11 inches. Printed on good paper, 5 sheets of carbon. Order Form No. 73.
PRICE \$1.50; weight 2 lbs.**Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.****A Trial Order****GRAIN
DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the
10th and 25th of each month for one year just to learn if I can get
any helpful suggestions from the opinions and experiences of other
grain dealers. Enclosed please find Two Dollars.

Name of Firm.....

Capacity of Elevator..... Post Office.....

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Standard Iowa and Nebraska Varieties. Ensilage

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Grain Bags

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INCORPORATED

LOUISVILLE, KY.

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RED TOP AND ORCHARD GRASS

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CORRESPONDENCE INVITED

The Stanford Seed Company, Inc.

Wholesale Field Seeds

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BUFFALO, N. Y.

The J. M. McCullough's Sons Co.

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The S. W. Flower Co.

WHOLESALE

FIELD SEED

MERCHANTS

SPECIALTIES

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ALSIKE

TOLEDO

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North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS

Milwaukee, Wisc.

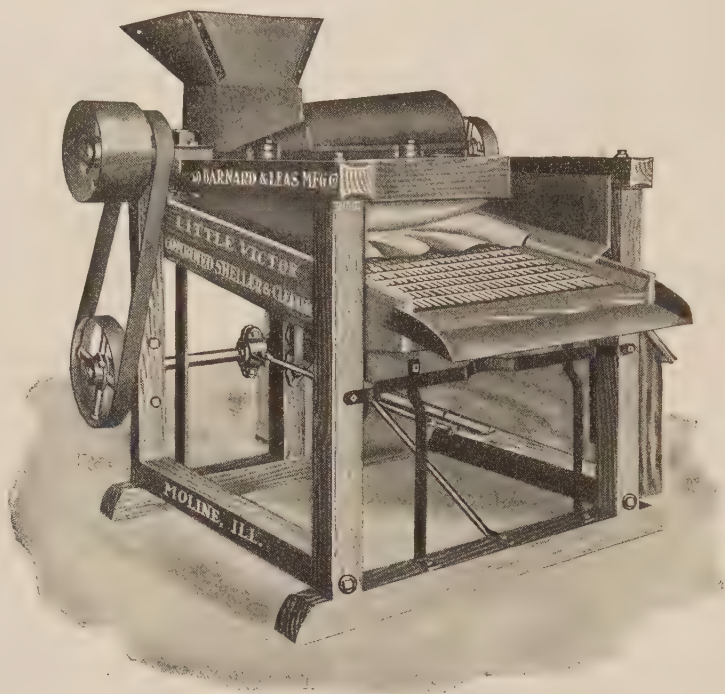
"THE HOUSE OF QUALITY"

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*We Buy
and Sell
all Varieties
of Grass
and Field
Seeds*

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

I THINK the Grain Dealers Journal is worth the money to any grain dealer.—
H. W. Newland, Tennessee, Ill.



Little Victor Combined Corn Sheller and Cleaner

Shells and cleans corn thoroughly
in one operation without choking.

Made in two sizes, ranging in capacities
from 60 to 150 bushels per hour.

Thousands in use, all giving perfect
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



GRAIN DEALERS' JOURNAL

309 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada and Mexico, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1921

POOLING contracts were made to be enforced, as some hay growers on the Pacific Coast are learning. The next question is whether all can actually be enforced.

TOMATO seed is a new source of feed for animals. But with only 2,000 tons of seed available each year, how long will it require to return the expense incurred by the public employes who discovered that tomato seed cake is a good feedstuff?

SOME WORDS in the English language are so much overworked and misapplied that few persons know their true meaning. One of them is Service; and the only persons who know what "service" means are those who are rendering "service." Outsiders will never know.

THE DECLINE in the price of wheat since the new crop started to market has been sufficient to make even the small holders wince and squirm. If the great and powerful U. S. G. G. were holding a few million bushels the "profits" (?) would overwhelm its loyal supporters.

GRAIN ELEVATORS that operate economically and efficiently are those handling plants in which all parts are co-ordinated to function in proper relationship with each other so that the whole will move smoothly. That's another reason why the inexperienced builder fails to deliver a satisfactory elevator. He does not understand the need for co-ordination or know how to go about it to obtain the desired result.

WEIGHING CHARGES have just been considerably reduced by the directors of the Chicago Board of Trade, altho the cost of rendering this service is still high. Coal miners and railroad unions will please copy.

WHILE we are about the scrapping process, why not load some of the tool theories and theorists among us onto the battleships and sink the whole lot? One difficulty to be foreseen is that some of the theories are so airy and the theorists so light headed they might not sink.

PROPOSED LEGISLATION repealing the rule of making and relieving the Interstate Commerce Commission of the responsibility of providing adequate revenue, while Labor Board control of expense continues, would drive the owners of the roads into the arms of receivership.

NO EINSTEIN can convince us that corn and coal are to maintain their present price relativity. All that is needed to make the cribbing and holding of corn immensely profitable is some way to hedge against corn in store by sales of coal for future delivery. Corn may come down but coal will come down farther, eventually.

CORN prices are swayed upward by hopes of War Finance aid to the growers and downward by the expectation of heavy arrivals soon at terminal markets. The present increase in receipts would show that many farmers are skeptical of War Finance aid, and wisely decide to sell now at 40 cents rather than pay interest on borrowed money for six months and sell for perhaps 30 cents.

ONE government tried to "stabilize" the price of wheat on an occasion within the memory of all of us. It failed. Now several governments are talking about tackling the same task. Ordinary individuals will be looking for a storm cellar into which to retreat when the crash comes. Wheat prices have never been stabilized and wheat prices never will be stabilized, but many proposers of food laws will be confined in an asylum.

SPECULATORS who hold grain whether on the farm or in the elevator must assume the expenses and hazards of ownership and be responsible for storage, insurance and taxes as well as declines in market value, deterioration and destruction due to insects, heating, fire and water and loss by theft or leakage in transit. The banks lending money on grain know of these expenses and hazards just as well as the War Finance Board and will insist upon speculators assuming all of them.

HEADQUARTERS of the Crop Killers' Union have now been established in the Southwest in order that the winter wheat crop in that section may be disposed of in the approved manner. Members of the Union have again unanimously refused the proposal that they join the demand from certain quarters for a 44-hour week. There is a rumor, however, they may ask to have a change made in regulations so there will be 8 days in a week. They are unable to accomplish enuf under the present schedule.

BILLS OF LADING will take on a new meaning when the form approved by the Interstate Commerce Commission in its recent decision is adopted by the carriers and placed in use. This form, which is printed in full elsewhere in this number of the Journal, embodies several departures from the present B/L, and grain shippers will need to study it carefully to know just how its provisions will affect their business.

SEAL RECORDS, giving complete record of the protection afforded each car while it moved thru the stages of sampling, inspection and unloading, will in time become a part of information furnished to shippers on every car of grain handled at terminal markets. The shipper is entitled to this service, and it is not enuf that there shall be a record of seals; the record must be transmitted to the shipper along with other documents supporting the A/S. He will then be in much better position to push his claims for shortages and another point will have been achieved in keeping the machinery of grain marketing at the highest possible efficiency.

CORN is being burned by an electric light company in Nebraska because it is cheaper than coal, a method of disposing of poor quality corn that will have the earnest approval of corn millers, if none but low grades or cobs be burned. Some such selection for shipment must be going on, as on one day this week when 303 cars of corn were received at Chicago only 10 cars were sample grade. Altho the new crop movement has scarcely begun only 68 cars out of the November receipts of 4,509 cars were low grade. Crop conditions vary, of course, but in November, 1917, 2,309 cars out of 3,503 received were low grade and much of the 1921 crop is of poor quality.

NO MAN can attend an event such as the International Grain & Hay Show which closed just recently at Chicago without taking home with him a renewed desire and determination to perform his work just a little better than he has been performing it in the past. Especially if he be a producer of grain, seeds, or hay will he experience the promptings of an ambition to make his own crops of next season better than those he harvested this year. It was a great Show, it brought together the aristocrats of graindom; and the influence of these annual events will reach to the end of time in its effect on improved production on American and Canadian farms.

AMERICA gave to the world a great cereal—corn. America is now giving corn to certain inhabitants of the world who would starve except for this aid. America is doing this out of pure generosity, thankful that she is given the opportunity and the ability to serve others in this manner; but the program offers means for introducing corn as a food grain into places where it has been unknown and it may be that America will help herself and her corn growing farmers as much as she helps those starving peoples of the East. Indeed, there are signs now that this will be the case. Johnny Cake and corn grits may yet become as familiar on tables in the Near East as along the lower Mississippi Valley.

PAYING a few cents more per bushel for corn, in trade, is helpful to the farmer but when he is permitted to sell only 100 bus. in that manner the benefit in individual cases is not very great. If the market does not advance materially, the practice may bring a real burden to those country merchants who have a large stock of relatively high priced corn for which they traded goods that cost real cash.

CARDING cars when they are loaded out of terminal elevators to show the weight is an effective means of bringing about more co-operation between weighing dep'ts. It will make it possible to examine cars while they are still at hand, and in the case of many weight differences the causes can be determined definitely. This, in turn, will have the effect of lessening the number of unaccounted losses and of fixing responsibility for many shortages. The practice should be encouraged.

WHEN business revives and there is real work for the railroads to do we will hear a tremendous howl about the lack of motive power and equipment. The major cause contributing to the lack of these facilities is the period of government control thru which we passed not long ago; and it will require many years to determine just how much that experiment in socialism has cost and will cost the country. The influences that brought about the experiment are still at work, altho just now they do not happen to be in position to force their desires upon the nation.

DUST has been indicated as responsible for the explosion in a Montreal elevator recently. Damage in a plant at Buffalo is also laid at the door of the same culprit. Only a few years ago, similar destruction was loosely ascribed to "spontaneous combustion" or put in the class of "cause unknown." Now the more definite term, dust explosion, is used; but there still remains much to be done to make grain handling plants safe against this enemy. All that is necessary is to accomplish one or two objectives. The first is to remove dust so there can be no explosion; the second, to eliminate the causes of dust ignition. When one or both of these have been done in every grain handling plant dust explosions will be no more.

THE SCHOOL for the study of grain sorghums now being conducted at Chicago for grain inspectors and supervisors is a step in the right direction. Most inspectors have grown up with corn, oats and wheat and they know those grains more or less instinctively; but grain sorghums are new, some inspectors have had practically no experience with them, and the numerous varieties with their close relationships make it impossible always to be certain of correct identification. Moreover, correct identification is necessary, because it frequently happens that the spread in price between different varieties is considerable and growers and dealers must not be penalized by failure of inspectors to place their shipments into the proper class. The only way to learn the physical characteristics of each grain sorghum is by study of actual samples under the direction of one who knows. That is what the inspectors are doing at the school.

PACKERS are no more enamoured of government obstruction than are the grain dealers who have gone into court to have the Future Trading Act declared unconstitutional. Seven livestock dealers petitioned the court Nov. 28 for an order setting aside the law regulating them. Their attorney says, "Our clients wish to find out how far Congress can regulate private industries. Unless decisive efforts are made to check this tendency much of the business of this country is in danger of being eventually carried on under the direction of government officials and commissions." A beautiful example how government boards operate is the artificial high cost of railroad labor under the U. S. Labor Board, so high that the Erie has just let the contract for the maintenance of 500 miles of road at a less cost than hiring its own men. Eight roads that have leased their repair shops have been called on the carpet by the U. S. Labor Board. Whenever the government interferes it is always made more expensive to do business, resulting in low returns to the producer and high costs to the consumer.

The Improved Marketing Fakers.

The credulous farmers of the land have always been considered easy marks by the traveling fakers of the cities. For years the suckers grabbed at "Choice Hungarian Seed Oats," "Miracle Wheat," worthless lightning rods and quack remedies for all the ills of mankind. Having become overloaded with the old line of fakers products the farmers are easy prey of the blue sky salesmen and it is but natural that they should buy voiceless stock in the Farmers Finance Corporation, for if one-tenth of what the fakers tell them were true it might prove a profitable investment. When a flock of these greedy buzzards swoop down on a farming community the producers seem unable to analyse their real motives or resist their persistent persuasion.

Some farmers have been quick to discern that the success of the U. S. Grain Growers Inc., would make all of the elevator companies joining with the U. S. G. G. controlled subsidiaries, so that any advantage resulting from the operation of their elevator would be cashed in by the U. S. G. G. Many successful managers vigorously resent the reflection cast upon their records by the orators of the blue sky vendors and refuse to permit their companies to become subsidiaries of the U. S. G. G., until their resignations have been accepted.

In the meantime the vultures are eating up the cash received from the farmers' subscriptions without attempting to handle a bushel of grain. The subscriptions have come so easy, notwithstanding the general business depression and the low prices prevailing for farm products, that the U. S. G. G. now has many active imitators out to get the farmers' money. One of the latest is the Farmers Federation of America just organized in North Dakota to market all farm crops. Membership will be restricted to farmers actually engaged in tilling the soil, but anyone who is willing to divide the \$25 per year dues can become an authorized solicitor. All of these improved marketing ass'ns are very generous with the solicitors, while the subscribing farmers get

nothing but promises. Some brave bankers recognizing the misleading methods of the schemers have warned the farmers and saved them from useless expense and an embarrassing contract. If the farmers had more far-seeing friends who dared to advise them their frequent contributions to the "sucker fund" would be less generous.

The Dust Hazard.

Dust is perhaps the greatest single hazardous element accompanying grain as it is handled thru country, terminal and transfer elevators. It has caused money losses mounting into the millions of dollars, it has killed and injured a great many men, and it has rendered efficient grain handling plants useless at times when their facilities were sorely needed. Obviously, it would be highly desirable to do away with dust, because in that way only can dust explosions be effectually prevented. With these thoughts in mind, the recent report of a fire insurance inspector that cupolas of three country elevators he visited were found to be quite free from dust is interesting. Moreover, it is illuminating when it is considered that the reason for this cleanliness is the installation of suction fans at elevator heads.

It has long been recognized by elevator operators that the elevator leg presents the most logical point for the collection of dust, and that it is the most hazardous member of the grain elevator. Motion in the leg is constant, and it is inevitable that dust will be liberated from the grain as tumbled about in the handling process; and anything that will tend to lessen the risk surrounding the elevator leg is worthy of careful study and consideration.

Perhaps this one insurance inspector's report is not sufficient to warrant the conclusion that suction fans on elevator heads will remove the dust hazard, but if fans so installed will only reduce the hazard by one-half, then the results will be of incalculable benefit.

True, this is not a new proposal. It has been before the trade many times and the practice has always found friends and opponents in every gathering of dealers and elevator operators. But most of the things that have been said about suction fans on elevator heads have been applied to public receiving elevators, so rail carriers and shippers of grain have objected to fans on the ground that the weight of the grain will be unfairly reduced if it is subjected to suction before it reaches the scale.

Perhaps that objection is a good one, but it might be much better to settle upon a definite basis for determining the average reduction in weight which attends the use of suction and then let this be added arbitrarily to every shipment unloaded. Certainly it would take a multitude of cars to use up the saving realized from dust explosion prevention.

However, it must be remembered that all the grain going into terminal and receiving elevators once went thru a country elevator. That being the case, it naturally follows that the removal of the dust at country elevators will have the effect of reducing the dust hazard in terminal receiving houses. And if the country shipper removes the dust before the grain leaves his plant he will not object to having suction applied at destination.

What Next?

Recently there was introduced in the Senate of the United States by Senator Lenroot, of Wisconsin, a bill known as S. 2691. It would authorize the Interstate Commerce Commission to investigate and test existing types of grain doors for the purpose of determining whether any one or more of such types is suitable as a standard door. The Commission would then be authorized to order the type which it approves as standard to be installed in railroad cars. It is contemplated that such installations shall be completed by Dec. 31, 1926; and \$250,000 would be appropriated to carry out the purposes of the bill.

When this came to the attention of the Journal, a letter was written to Senator Lenroot requesting a copy of the bill, it being recognized that the adoption of a standard grain door is of great interest to grain shippers. In sending the copy of the bill, Mr. Lenroot wrote:

"I introduced the bill at the request of a constituent who has a patented grain door and he states to me that there are four or five improved grain doors that have been patented that are a great improvement over existing doors, but that inasmuch as they cost somewhat more than existing doors and although they have been approved by some of the principal railroads of the northwest, they are disinclined to adopt [adopt?] them growing out of the interchange of car system, but have suggested that if all the railroads were required by law to utilize a better type of door, they would be glad to utilize either his invention or some one of the others to accomplish the same purpose. "I would suggest that if you would write to Mr. W. C. Lange, Itasca, Wisconsin, he can give you further information."

The original thought that this matter would be of interest to grain dealers was well founded. More, it is a matter of vital interest to every person who is privileged to consider himself a citizen of the United States. It is something that seems ludicrous at first consideration; but further reflection upon it will bring the understanding that it is not to be looked about and forgotten, because it involves principles that are vital to American institutions.

The introduction of this bill, in the light of the circumstances, is in fact an attack upon American institutions. It is unworthy even a political ward heeler.

It is not necessary to consider the merits of the grain door invented by the Senator's constituent. It makes no difference if that grain door be the acme of perfection. The need for a standardized type of grain door does not even have to be decided. If such a door is needed grain shippers and the carriers are competent to determine the fact and to decide upon the door to be used and there is no reason why the people of the United States should be called upon to pay \$250,000, or any other sum, for the investigation.

The deeper significance is that this bill is a step beyond even the class legislation which has been foisted upon us so freely and so frequently in recent years. It is legislation that might be termed "individualistic," in that if adopted it will inevitably result in conferring special benefits on the lucky inventor of the grain door chosen and upon manufacturers of that door. It might be contended that voluntary adoption by the railroads of any grain door as standard would benefit the inventor and the manufacturers, and this is true enough; but it would not be a special bene-

fit conferred on those individuals by governmental action. It would be the result of merit and not legislation; and the reward of merit is one of the foundation stones of our republic.

There has been altogether too much sectional and class legislation in Congress and state legislatures. Most persons had hoped that we are moving away from such pernicious tendencies, but if we are getting away only by adopting a practice that is certainly no better and probably worse there seems little hope for us. The only escape would seem to be for each citizen to evolve some device or method that he considers to be an improvement and then get some friendly legislator to obtain the enactment of a law compelling the others of us to use it. We would soon have our affairs, both public and private, in a great mess but so long as there was benefit for each of us the mess would cause us little worry as individuals.

Surely the Senator from Wisconsin did not consider this matter well before preparing his bill, else he would not have given his aid to the project. If he did consider it, then it is regrettable that our representatives in Congress are so ready to lend their assistance to the promotion of private interests at the expense of the Government and the railroads. If he did not consider it, that fact, too, is regrettable. Elected representatives of the people should not proceed with any acts affecting the nation's good without serious study.

Good citizens will not approve the principles of government that gave rise to this bill, but we should remember that there really is a principle involved. It will not be enough to argue against the bill itself and permit the principle to go on to bring up other measures of similar import in the future.

The principle involved is that of the form of government under which we are to live. Shall it be a republic in which government shall be by elected representatives who think for themselves and proceed in the light of a wise understanding of the needs of the nation? Or shall it be government by individuals who are lucky enough to be in the right place at the right time with the right kind of acquaintance at the capital?

The next bill may propose an investigation to determine what kind of shoes shall be standard; what color our houses may be painted; just how the man and the maid shall proceed about their wooing.

Some day there will have been too much of this governmental meddling in affairs that are none of the business of government. When that day arrives we will get back to the methods of government set forth in the Constitution, that document which is only less important in human affairs than the Bible. Then we will go forward to a further national greatness and take that position among the peoples of the earth to which the wisdom and sacrifices of the founders of our republic entitles us.

But we will never get there at the rate we are moving; for no man can find warrant in the Constitution for a law directing the standardization of an individual citizen's invention and requiring the rest of us to adopt that standard for our use.

Illinois Shippers Not to Benefit by Reductions.

The Transportation Dep't of the Chicago Board of Trade has protested to the Interstate Commerce Commission against discrimination which it fears will be made against Illinois producers and shippers of grain under the proposed 10% reduction in freight rates. A letter which sets forth the points of the protest in full detail was addressed to W. V. Hardie, director of traffic for the Commission, on Dec. 5 by J. S. Brown, mgr. of the Transportation Dep't.

In this letter, Mr. Brown explained the method of constructing rates to the east from Illinois points under the "specific" or "proportional" plan which became effective in April, 1907. He then said:

"Until a few days ago we assumed that the Illinois carriers would apply the 10% reduction in the same manner that the various percentage increases were applied; that is, by treating the Illinois rail specifics as independent factors and reducing them 10%, but it was recently rumored that some of the Illinois carriers having rails to Chicago, especially those east of the Illinois River, did not intend to apply the 10% reduction to the specifics, but to apply the 10% reduction only to the through rates from Illinois to the East. That is, they are taking credit for the reductions already made, although those reductions were in the reshipping rates from Chicago, and have not reduced the revenue of the Illinois carriers to Chicago. In short, the Illinois carriers have retained their Illinois specifics to Chicago established Aug. 26, 1920, as readjusted and increased effective Nov. 10, 1920."

The Transportation Dep't of the Chicago Board of Trade contends that the 10% reduction should be applied to the Illinois rail specifics to which should be added the reshipping rates from Chicago to the east, thus establishing joint thru rates in accordance with the practice since 1907. It is further argued in the letter that reductions already made in the reshipping rates east of Chicago should stand alone and apart from any reduction which may be made in the rates, whether local, lake proportional or specific, to Chicago; for the reason that the reductions which have occurred in the reshipping rates from Chicago applied alike to all points west of there. The Illinois producer got no more benefit from that reduction than the shipper in Wisconsin or at any point west of the Mississippi River, and he should not now be penalized by refusal to give him the same reductions other shippers will get.

The rail specifics are the rates on which the Illinois country shipper bases his prices, as shipments from Illinois points to Chicago are sold on the basis of the specific or proportional, and not on the local rates where these are higher than the specific. The buyer charges the shipper the proportional rate and absorbs the difference until the grain is shipped east.

In advances, the specific was always recognized and treated as a separate factor and the Commission is requested to require that they be similarly treated in the reductions to be made.

The Transportation Dep't has stated that the Illinois shipper and the Chicago grain dealer does not ask for a lower rate to Chicago on grain reforwarded via lake than on grain reshipped by rail; but it is asked that the rail specific be reduced 10%, just as in the opinion of the Dep't the lake proportional rate will come down.

The protest contains the information that some of the lines east of the Illinois River insist they will not reduce the lake proportional rates 10%, inasmuch as they do not intend to reduce the rail specifics, the latter being a hidden factor in the thru rate to New York. The answer of the Dep't is that the rail specific has never been so deeply hidden in the joint thru rate to the east that the carriers could not find it whenever they wanted to increase it the full amount of the authorized increase separate and apart from the reshipping rate east of Chicago.

[Continued in Column 2, Page 770.]

Abe Martin Says—

Th' Beasley family reunion wuz well attended. Ever'buddy got th' right Ford back, an' it wuz a success generally.

Th' feller that knows jest exactly how t' farm is allus on th' lecture platform.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Wishes to Share in Proceeds of Sale of Membership.

Grain Dealers Journal: I am very much interested in the letter from "A Creditor" of the Warwick Grain Co., on page 705 of the Journal Nov. 25.

I was one of the unlucky ones, as I had 6 cars of grain with the company, and, like the writer of this letter, got a measly little check and Receiver Baldwin makes the statement that the members of the Wichita Board of Trade received the full amount.

My attorney here is going to follow up the decision in the case of the Board of Trade of Chicago v. Weston, cited in the Journal, to see what I can recover on the memberships of the Warwick Grain Co. In this I may be able to co-operate with other creditors.—W. P. Ladd, Billings, Mont.

[The latest decision on property in exchange membership is that of the Supreme Court of the United States Nov. 7, 1921, in the case of Anderson v. Durr, 42 Sup. Ct. Rep. 15, holding that "Such a membership, altho partaking of the nature of a personal privilege and assignable only with qualifications, is property within the meaning of the bankrupt laws, has repeatedly been held by this court."—Ed.]

Exorbitant Increase in Rental for Elevator Site?

Grain Dealers Journal: We today (Dec. 1) received the following from the C. & O. R. R. Co.:

Referring to lease dated Jan. 1, 1915, from the Chesapeake & Ohio Ry. Co. of Indiana to you for a lot of land at Medford, Ind., under which you pay a rental of \$1 a year, please be advised that this lease will be terminated Dec. 31, 1921, but should you desire to continue to use the property we will be glad to have you do so at a rental of \$30 a year, payable in advance, effective Jan. 1, 1922.

If you do not desire to continue to lease the property at the increased rental proposed, you are hereby requested to vacate, and deliver up possession thereof on or before Dec. 31, 1921.

Kindly advise receipt, advising your intention and oblige.

Will the Journal inform us on this matter, as it is entirely new to us. The advance seems to us to be an extra heavy one, and especially during the very bad times. There has been no change in the firm and this rental of \$1 has been paid for years.—Stafford & Murray, Muncie, Ind.

Ans.: The shipper operating a grain elevator at a country station and having resided there for several years is probably better informed on land values in his vicinity than the land department of the railroad company and is better able to judge and set up reasons for a fair valuation and rental.

Therefore using his best judgment the shipper should offer the railroad company a check for a year's rental, stating on the check what it is for, and accompany it with a letter containing his reasons for believing the amount is just, such as the rentals and values of other ground near by, etc.

If the shipper's offer is in fact a fair one it is likely to be accepted in lieu of the \$30 demanded, for the reason that if the shipper is forced off the right of way the railroad company will lose the rental and have all the liability of setting fire to the elevator, which it avoids in the lease of the site.

J. W. McCordle, of the Public Service Commission of Indiana, has written on this matter as follows:

"While the Commission feels that the prices charged for the rental of ground by some of the

railroads in Indiana are unreasonable, we are without authority to act in the matter.

"I have thought that if some of these elevators would go into court and establish the reasonableness of these contracts, perhaps it would be the best course for them to pursue. I know of no other remedy.

"The Supreme Court of the United States has held that a railroad company does not have to lease land to an elevator company or any other industry, saying that it is not against public policy to refuse to lease ground. This, coming from the highest court in the land, would indicate perhaps that there is no remedy. However, I would test it in the local courts if I had anything to do with it."

Duty on Oats?

Grain Dealers Journal: Is there any duty on oats from Canada?—Elmendorf Coal & Feed Co., Lexington, Ky.

Ans.: The rate of duty on oats is 6 cents per bushel of 32 pounds. It was so under the Underwood tariff and has not yet been changed.

A Conundrum for the Seventeen.

Grain Dealers Journal: Farmers are not selling anything and are still figuring how much they will be benefited by the tariff. Probably the "Seventeen Wise Ones" could answer this correctly.

The grain business is sick and now needs a real doctor instead of a quack.—Jay Grain Co., Elmwood, Ind.

Can Receiver Refuse to Pay Bills?

Grain Dealers Journal: I have represented the H. Poehler Co., of Minneapolis, for the past 7 years and they always paid all expense such as gasoline, auto repairs, telegraph and telephone expense.

When the company failed there was one month's bills unpaid, including the telephone bill, which I always paid here, while the telegraph bill was paid at Minneapolis, the Poehler Co. sending me a check to cover both salary and telephone expense, to reimburse me.

The receiver, J. C. Sweet, has informed the Western Union and the telephone company that he will not pay these bills, but to collect them from me. I do not see why I should be the goat, as I never received any benefits, and all these bills were contracted for the Poehler Co. It is enough if I have to lose my salary without paying their accounts.

Can a receiver justly refuse to pay bills contracted for the company failing?—Traveling Representative.

Ans.: A principal is liable for the acts of his agent acting within the apparent scope of his authority and the H. Poehler Co. is liable for the expense incurred by its traveling representative, and if the telephone company knew this expense was for the account of the H. Poehler Co. it could not recover from an employee of the company, but would have to share in the distribution of the assets the same as other creditors. The traveling representative should notify the wire companies that the service was not for his individual account but for the H. Poehler Co.

Coming Conventions.

Jan. 24, 25, 26. Iowa Farmers Grain Dealers Ass'n at Fort Dodge, Ia.

Feb. 14, 15, 16. Illinois Farmers Grain Dealers Ass'n at La Salle, Ill.

Dec. 13, 14, 15. Nebraska Farmers Co-operative Grain & Live Stock State Ass'n, at Omaha, Neb.

Illinois Shippers Not to Benefit by Reductions.

[Continued from page 769.]

The Interstate Commerce Commission is asked not to permit the discrimination the Dep't alleges to be in prospect; and request is made that all the rate factors be reduced 10% except where those factors have actually been reduced the full 10%, and that the carriers be required to treat this reduction just as they have treated increases in the past.

Tests of Chloropicrin as an Insecticide.

Nearly 800 fumigations in which 20,000 insects of about 15 different species were fumigated were made by the Bureau of Entomology of the U. S. Dept. of Agriculture in co-operation with the Chemical Warfare Service of the U. S. War Department, to determine the value of chloropicrin and other war gases for fumigating purposes.

A mixture of air with 1% of chloropicrin killed the saw-toothed grain beetle in 30 minutes at a temperature of 27 degrees C. The same concentration of hydrocyanic acid required one degree higher temperature; and with the grain borer 3 degrees more. Chloropicrin was much more deadly than hydrocyanic acid to the rice weevil. To kill the rice weevil in two hours' exposure it required a concentration of 4% and a temperature as high as 28 C., with hydrocyanic acid; while only 1% of chloropicrin at a temperature of 20 killed the rice weevil in the same time.

The flat grain beetle was killed by chloropicrin in 15 minutes at a temperature of 25 C., with a concentration of only 0.5 per cent; whereas with hydrocyanic acid it took a whole hour and a full one per cent concentration. The efficiency of chloropicrin as an insecticide therefore is unquestioned and undoubted.

Air will absorb no more than 1.75 per cent of chloropicrin, and in a test to determine the effect on the germinating quality of the seed it was astonishing to learn that this showed a marked improvement, in the case of several seeds such as wheat, timothy, rice, soy bean, and corn, while alfalfa and radish seed suffered somewhat.

Exposure to 1% of chloropicrin for two hours had a very slight corrosive effect on steel and brass, and none on aluminum, iron, galvanized iron, tin, copper or zinc.

The gas had no effect on paint or varnish.

A special test was made by mixing one pound of chloropicrin with 1,000 cu. ft. of air and subjecting flour and rice weevils to its action. Fifty of the insects were placed in a glass cylinder, closed at both ends by gauze, and put in the center of a 2-peck sack of oats, for 24 hours. On removal all were dead.

Bulletin No. 893 of the U. S. Dept. of Agriculture gives the results of the experiments in detail and says of chloropicrin:

Chloropicrin ($\text{C}(\text{NO}_2)_3\text{Cl}$), molecular weight 164.39, has a liquid density of 1.654 under its own pressure at 20° C. Its boiling point is 112° C. The vapor pressure at 20° C. is 18.9 mm. of mercury. It is colorless, very stable, and insoluble in water. Chloropicrin is a lachrymal and respiratory irritant. Repeated exposure causes increased susceptibility, produces cough, nausea, and vomiting, and in large quantity may cause unconsciousness. Secondary effects are bronchitis, asthma, shortening of the breath, weak, irregular heart action, and gastritis. Liquid chloropicrin has a corrosive action on the skin, producing the effect of a severe burn without blistering. A wound thus made is slow to heal.

The efficiency of chloropicrin as an insecticide is undoubted. In general it is more poisonous to stored-product insects than hydrocyanic acid. Other advantages which it possesses are ease of handling and control, low toxicity toward human beings, ease of detection, and nonflammability. Its disadvantages are its adherent quality, which makes it necessary to air the material for some time after it has been fumigated, its corrosive action on metals, its severe lachrymal effect, and its low volatility. The last objection may be partially overcome by pouring the dose required on paper, thereby increasing the evaporating surface.

On taking up the matter of obtaining some of the government's large stocks of chloropicrin for fumigation, with Amos A. Fries, brigadier general, chief of the Chemical Warfare Service, Washington, the following reply was received:

December 7, 1921.

Grain Dealers Journal: Chloropicrin is one of the powerful war gases and its use by any who are not thoroly acquainted with its properties and fully protected against it would result disastrously. Unlike all other war gases, with two exceptions, it has the property of penetrating the gas masks to such an extent that it will cause not only profuse lachrymation, but also nausea and vomiting with the result

that the wearer is overwhelmed with the desire to remove his mask and render his partial protection of no avail. This property would be more marked in an enclosure, such as a granary, than it would be in the open where its action has been more carefully studied and recorded.

The above is given, not with the idea of discouraging its use, but for the purpose of arresting any idea that might be disseminated that this gas is comparatively harmless. The Chemical Warfare Service will be glad to co-operate in every way possible in the successful application of any chemical substance in the solution of any industrial or agricultural problems that are encountered. There is a solution to every difficulty that might arise in the use of war gas in any particular situation, such as chloropicrin in granaries, and it is only requested that the problem be presented as a concrete case in each instance and the type of solution may be such that it will fit all similar cases. For instance, the use of chloropicrin in a granary located at some distance from the nearest habitation and highway would be relatively simple compared with its use in a granary in the center of a city or town.

As to the possibility of obtaining chloropicrin from government agencies, the Chemical Warfare Service has several tons of this gas at Edgewood Arsenal, Maryland, that has been declared surplus and may be sold for such purposes as you suggest at fifty-four cents (54c)

per pound. However, due to present requirements and the curtailment of funds by Congress for the manufacture of all the munitions of war, it may be necessary to withdraw all chloropicrin and other chemical from the surplus list before any of your interested enquirers would be able to receive this information and submit their purchase orders. In view of the above, I would suggest the following if the use of any considerable quantity of chloropicrin or other war gas is to result.

Apply to the Department of Agriculture, asking that the necessary arrangements be made whereby the Chemical Warfare Service will be authorized to manufacture the necessary gas for the Department of Agriculture on a cost basis with transfer of funds. This method will only apply to quantity production. I feel reasonably assured in stating that you will always be able to purchase small quantities of chloropicrin or other war gases from the Chemical Warfare Service for experimental purposes. Amos A. Fries, Brigadier General, U. S. Army, Chief, Chemical Warfare Service, by A. L. Rockwood.

THE MINNESOTA Crop Show is to be held in the court house, Minneapolis, Dec. 13 to 16. Grains, seeds, and other farm products will compete for prizes totalling \$3,500. A. D. Haedecke, University Farm, St. Paul, is in charge of the show.

Dust Explosion at Buffalo.

Much noise and smoke with comparatively little damage and no loss of life attended the explosion at the plant of the H-O Cereal Co., at Buffalo, N. Y., Nov. 22.

The roof was blown off the feed mill elevator, windows in nearby buildings were shattered, one man was blown off his feet and bruised and 150 employes marched orderly in fire drill into the street. A dust cloud enveloped the entire plant and for some time no fire could be detected, and it was so promptly extinguished that the loss of \$7,500 is credited solely to the explosion.

The explosion occurred at 2 p. m. while transferring oat hulls from steel storage tanks for regrounding in the hull grinding department.

Henry P. Werner, pres. of the H-O Company, writes that,

The elevator was not discharging properly at the head. The foreman in charge attempted to determine the cause. He used an extension cord with a standard electric globe and guard, pulling open the slide which was on the side of the head at the discharge and dropping the light inside for observation. Some of the strings were found hanging on the tongue of the elevator, which were pieces of leather attached to the throat of the elevator. Deciding to pull off these strings, the extension light was removed from the right hand to the left hand, and then the explosion occurred.

We have the electric light guard which is crushed. It is evident that the elevator cups must have hit the guard, thereby breaking the bulb with resulting spark and explosion. When the extension was dropped in the elevator it was in operation transferring hulls. There is no doubt from the facts before us that the breaking of the electric bulb guard and the globe caused the spark which resulted in the dust explosion.

Some of the manufacturers have heretofore claimed that with the breaking of the glass bulb the filament is destroyed and therefore there can be no spark. This theory, in our opinion, is wrong. It is well for elevator operators and millers to give more consideration to careless use of extension cord lights. We are issuing new instructions in the mill which will prevent the use of extension cords where there is possible contact with moving machinery, especially elevators, and we are also going to have a regular weekly cleaning of bulbs. In all grain handling plants dust will collect on the electric bulbs, both on the guards and on the bulbs, and it is just another necessary precaution to keep them clean in case one accidentally is broken.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Mo. P. 31515 passed thru Penalosa, Kan., Nov. 26, eastbound, leaking wheat on left side just above wheels.—T. R. Douglas, mgr. Producers Grain Co.

Mo. P. 19921 passed thru Penalosa, Kan., Nov. 26, eastbound, leaking white corn on left side. Leak not bad, but would cause a shortage if going far.—T. R. Douglas, mgr. Producers Grain Co.

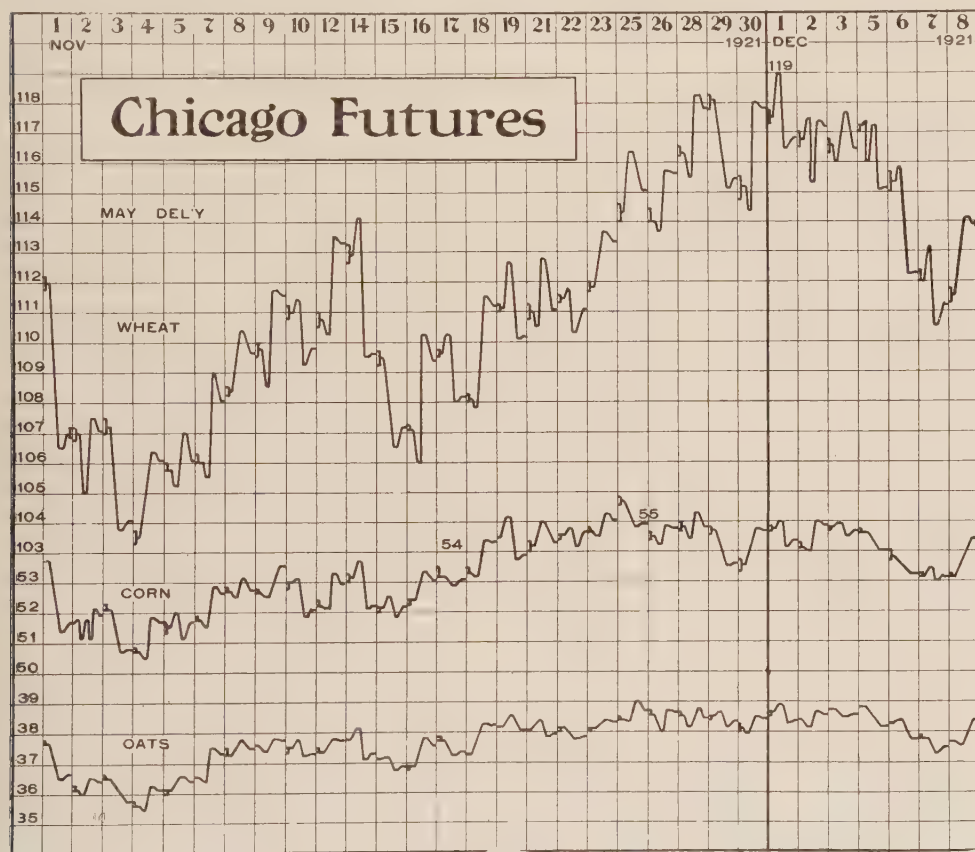
C., B. & Q. 108106 was leaking wheat thru siding at Holdrege, Neb., Nov. 19.—Holdrege Equity Exchange.

C., B. & Q. 113472 was leaking wheat at side of car at Holdrege, Neb., Nov. 19. Loose siding.—Holdrege Equity Exchange.

C., B. & Q. 108439 was leaking wheat at drawbar at Holdrege, Neb., Nov. 15.—Holdrege Equity Exchange.

C. & E. I. 1403 was set out at Lochiel, Ind., by south bound local Nov. 12. Leaking yellow shelled corn at corner post. Shortage will be big.—Joe A. Stone, mgr. Lochiel Farmers Elevator Co., Lochiel, Ind. (Fowler p. o.)

C. B. & Q. 120043 was leaking wheat at door post Nov. 11 at Holdrege, Neb.—Holdrege Equity Exchange.



Daily Closing Prices.

The daily closing prices of wheat, corn and oats for May delivery at the following markets for the past two weeks have been as follows:

	Nov. 25	Nov. 26	Nov. 28	Nov. 29	Nov. 30	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9
WHEAT.														
Chicago	115	115½	117½	115¾	117¾	116¾	117¾	116¾	115½	112½	111½	113¾	115	
Kansas City	107½	108½	110¾	107¾	110¾	109	109½	108½	107½	104½	103½	106½	107½	
St. Louis	113½	114	116¾	113¾	116½	115	115½	114¾	113¾	110¾	109½	112½	113¾	
Minneapolis	122¾	121¾	125¼	122¼	124¾	123¾	123¾	122¾	120¾	117¾	117¾	120¾	122¼	
Duluth (durum)	97½	96¼	99¾	96¾	98	96¾	97	97	95¾	92½	91¾	94¾	97½	
Winnipeg	113	113	114¾	113	113¾	112¾	113¾	111½	112¾	108	110	110¾		
Toledo	137¾	132¼	134	131¾	133¼	133	133	133	131¼	126½	123	126½	127½	
Milwaukee	115½	115½	117¾	115¾	117¾	116¾	117¾	116¾	115½	112½	111½	113¾	115	
CORN.														
Chicago	54¾	54¾	54¾	53¾	54¾	54¾	54¾	54¾	54	53¾	53¾	54¾	54¾	
Kansas City	47¾	47½	47¾	46¾	47¾	46¾	47¾	47¾	47½	46¾	46¾	47½	47¾	
St. Louis	53¾	53¾	53¾	52¾	53¾	52¾	53¾	53¾	52¾	52	51¾	52¾	53¾	
Milwaukee	55	54¾	54¾	53¾	54¾	54¾	54¾	54¾	54	53¾	53¾	54¾	54¾	
OATS.														
Chicago	38½	38½	38½	38½	38½	38½	38½	38½	37¾	37¾	37¾	38½	38½	
Kansas City	35	35¾	36	35¾	35¾	36¾	36¾	36¾	36	35¾	35¾	36½	36½	
St. Louis	39	38½	39	38¾	38½	39¼	39¼	39	39¼	40	39	38¾	39¼	
Minneapolis	33½	33½	33½	33½	33½	32¾	33¾	33¾	33	32¾	32¾	33½	33½	
Winnipeg	44¾	44¾	45¾	44¾	45¾	45¾	45¾	45¾	45¾	44¾	44¾	45¾	45¾	
Milwaukee	33½	33½	33½	33½	33½	33½	33½	33½	33½	37¾	37¾	38½	38½	
RYE.														
Chicago	91½	91½	93	89½	91¾	90¾	90¾	91	90½	88	86¾	90¾	91½	
Minneapolis	83½	82½	84¾	81¾	84	82½	81½	82½	83	80	79	82½	82½	
Duluth	86¾	86¾	87¾	84½	87	85½	86½	85½	86	82½	82	85	86½	
PARLEY.														
Chicago	61	60	58	57½	59¼	59	57¾	57	57	57	57	57	58	
Minneapolis	50¼	50¼	50¼	48½	48½	49¾	48½	48½	49	48½	48½	49¼	49	
Winnipeg	59¼	59¾	60¼	59¾	60¼	60¾	60¾	60¾	60¾	59¾	58¾	59¾	59¾	

Forbes Says—

It may be all right to be content with what you have; never with what you are.

Automobiles that are not self-starters are out of date. So are employees.

It's proving harder to earn money now than it is cheap than it was when it was dear.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Delayed Re-inspection at Kansas City.

Grain Dealers Journal: We have made a full investigation of the complaints filed and find that at least 95% of the cars delivered in Kansas City from July 1, 1921, to Nov. 1, were sampled by the sampling department of the Kansas City Board of Trade at the request of the buyer and consent of the seller, and were marked, "CRB" or "Can't Reach Bottom," which notation permits the purchaser to call for re-inspection or new inspection under the Board of Trade rule above referred to, upon arrival at the industry. From investigation we find further, that the sampling department of the Kansas City Board of Trade uses a short stick trier making it impossible in most instances to reach bottom where cars are loaded to ten per cent above their marked capacity. As carriers request that all cars be loaded to ten per cent above their marked capacity, shippers can readily see why all cars of grain are sold subject to reinspection at the elevator.

It is very apparent that this Board of Trade sampling department is maintained for the sole purpose of protecting the buyer, as the chief inspectors of both Kansas and Missouri advise that they will gladly make reinspections within forty-eight hours when so requested. The shipper is called on to assume all responsibility from the time the grain is loaded at point of origin until it reaches the elevator or mill where ordered for unloading. The first, or original inspection certificate issued by the inspection department of the states of Kansas and Missouri is absolutely worthless and not worth the paper it is written on, to the shipper.

The Kansas and Missouri statutes provide that "reinspection on all cars of grain which have been originally inspected and upon which the 48 hour time limit has elapsed are marked 'second inspection' instead of 'reinspection' and the second inspection cannot supersede the original inspection certificate on contracts only by agreement." The Kansas statute further provides: "Inspection, sampling, sampling for reinspection or weighing of grain where grain inspection established to be performed only by persons duly appointed and qualified. The inspection, sampling, sampling for inspection or weighing of grain in this state, whether into or out of public warehouses or elevators, or in cars arriving at points where state grain inspection is established shall be performed by such persons only as have been duly appointed by the chief inspector of the state of Kansas."

We have requested Mr. Hart to refuse to make second inspection unless the purchaser calls his department for reinspection within forty-eight hours after first inspection is made. The federal regulations provide that "inspectors shall mark all cars as 'heavily loaded' when grain is loaded within 24 inches of the roof of the car." If there is 24 inches space or more between the level of the grain and the roof of the car, all samplers are required to take a sample and no certificates are marked "heavily loaded." I would suggest that 30

inches of space be left between the level of the grain and the roof of the car and if this is done, there is no question but what a representative sample of the grain can be secured by the sampler in each instance.

I would further suggest that when making shipments to the Kansas City market either on sale or consignment, shippers notify the buyer or receiver that ample space has been left between the surface of the grain and the roof of the car to make proper sampling and that unless the purchaser calls for reinspection by the inspection departments of either Kansas or Missouri, within forty-eight hours after first or original inspection, they resist any attempt to collect for any loss occasioned by the grain getting out of condition from the time it is inspected until arrival at the industry. We are very sure that if dealers shipping to the Kansas City market will take this position and stand pat, the courts will uphold their action.

Do not expect commission men to take the initiative. A prominent member of the Kansas City Board of Trade told me a few weeks ago that if he was to file a complaint that every elevator concern in Kansas City would refuse even to look over his samples with a view of purchase.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

Who Is the Gambler?

Grain Dealers Journal: The past few years there has been a strong sentiment against the boards of trade or grain exchanges, in other words there is a certain amount of prejudice against them. My long experience working for buyers and shippers of grain, convinces me boards of trade and exchanges in various sections of the country are a benefit to the public, for people in every walk of life meet on these exchanges to buy and find markets for farm products.

Were it not for these market places no merchant would send out daily market quotations on prices. All would be in the dark as to real market values. At present all producers have an equal chance to market their products. Private or closed markets would be unstable, because the man of money in each section would buy the poor man's grain at his own price and sell it when he pleased at a confidential price. The traders between the producers and the consumers are nothing more than agents for the people to furnish their wants. Going into localities and other countries to learn what the consumer needs the distributor greatly benefits the producer. The maintenance of centers for accumulation and distribution of all foodstuffs has a tendency to equalize supply and demand over the crop year. So if the proposed U. S. Grain Growers Pooling Corporation, undertakes to market the farmers grain it will still be necessary for the Corporation to employ high salaried men of experience to represent the organization in behalf of the farmer. This will necessarily come directly out of the producers' pocket regardless of what he gets for his grain with no guarantee of price in a five year contract. I firmly believe there is 100% more gambling in this system of marketing than was ever known to exist on the boards of trade because the farmer would be taking all the risk and be at the mercy of a few.

It is not considered gambling to my knowledge when a man buys a horse and then in turn sells this same horse to another party at a profit. In my opinion this same rule should apply to grain or trading on the exchange. When one man sells another 100,000 bus. of wheat some other party buys this 100,000, he thinks he can sell it later at a profit backing his judgment against the seller based on future outlook for a sale. It has often been said that purchases and sales are made on the Board in which the actual commodity is never delivered, but any thinking man should know it is not practical to produce each car lot of grain on the trading floor not even by sample considering the volume of business done daily to meet the requirements of the present age. Any

sale or purchase is confirmed in writing or some form of contract, just so with the farmer when he goes to his local buyer to sell 1,000 bus. of corn to be delivered in 10, 30 or 60 days he signs a contract to insure the buyer he will get the corn at a stated time and price. This makes it safe for the buyer to dispose of this particular lot of grain on the Board or Exchange for future delivery and not take the chances of a decline in the market. There may be more sellers than buyers 30 days later which would depress the market.

If retail merchants were to make a practice of waiting until they disposed of the stock on hand before going on the market to buy a fresh stock of goods the chances are the consumer would have to get along the best he could, for possibly 30 days without flour or other necessities.

Usually between October and March in this section of the country there are a number of farm sales. It may be the farmer is moving to another neighborhood. The party having the sale is anxious to see as many as possible attend his sale in order to have more bidders to run the price of his hogs and cattle or what ever it might be to the highest possible price. A large attendance on the Board of Trade has an influence for better prices for produce. This encourages the merchant, the real estate man, the capitalist or any person with surplus money to invest in the farmers grain, giving him use of his money and holding it for the consumer as he needs it.

I was never fortunate enough to be a member of a Board of Trade, but my understanding of the official conduct of these organizations is that they encourage honesty and integrity. Why should the farmer indulge in a more hazardous plan of marketing for a period of five years, just for the sake of experience, greed and creating new jobs for a few agitators? If more attention were given to some plan of land ownership it would be a far greater benefit to the average farmer than pooling to fight the present marketing system.

About the time fighting ceased in the World War one of the largest gambling projects ever staged in this country was on land and all or mostly through farmers trading between themselves causing a land boom much to their sorrow. Now they can't meet their obligations and have a good chance of losing every cent they have.—M. C. Elcan, Kingston, Iowa.

Remedy for Misgrading of Grain

Grain Dealers Journal: In a recent conversation with you there developed that there has been some complaint directed against the inspection of grain in the Chicago market during the late summer and fall, as is evidenced by representations made to you by Mr. Culbertson, Secretary of the Illinois State Grain Dealers' Ass'n. In this connection, I believe particular reference was made to the grading of yellow hard winter wheat during the initial movement of this year's crop of wheat and to the grading of the first movement of new corn.

Any crop of grain is likely to be considerably different in quality, condition and general characteristics from the crop of the same grain just preceding it; therefore, on the initial movement of new crop grain, factors in grading with which inspectors have not had to contend for some time, frequently present themselves, naturally causing variations in inspection between different markets on the same kind of grain, if such grain is near the "line" between numerical grades or subclasses. This tendency normally disappears as inspectors become familiarized with the peculiar characteristics present in any current crop.

Attention of this office was directed to dissatisfaction on the part of some Illinois shippers, as to the grading of some hard winter wheat as yellow hard winter early in the movement of this year's crop. Our district offices at the various markets and ports involved in the complaints were instructed to examine into the matter carefully with the li-

censed inspectors under their various jurisdictions, with the result that the situation was promptly corrected and no further complaints have reached this office relative to this grading factor.

The 1921 crop of corn, as is generally known, contains a high percentage of damaged kernels, and many samples of this corn have a good "general appearance," although containing a sufficient amount of damaged to result in a grade of 5 or 6. Some inspection departments on the first movement overlooked this factor because of the good appearance of the samples, with a result that corn in some markets was graded No. 3 which was not entitled to that grade. This condition was also promptly remedied by contacts of the various district supervisors with licensed inspectors in their markets, and our records now show that present intermarket uniformity in grading of corn is reasonably satisfactory.

There apparently still exists in the minds of a good many members of the grain trade, particularly country shippers, an erroneous impression that the various Boards of Trade or Grain Exchanges have control of inspection within their respective markets. It should be well understood that all grain inspectors in the United States are now licensed by the Secretary of Agriculture, although employed by state grain inspection departments or grain exchanges, as the case may be. The licensees are subject to disciplinary action on the part of the Secretary in cases where they are found to be incompetent or careless in the performance of their duties. Disciplinary action is taken in the case of any licensed inspector whose work is not performed in a generally creditable manner, such action being based on the records of Federal Grain Supervision or upon specific complaints furnished by interested parties provided such complaints are substantiated.

It is earnestly requested that in any case where a country shipper or any other member of the trade does not believe his grain to have been correctly graded, that an appeal be taken to the office of the district supervisor of Federal Grain Supervision in whose jurisdiction the inspection was performed. This action can be instituted through the commission merchant representing the shipper, or, in case of grain sold "to arrive" the receiver is ordinarily willing to act as agent for the shipper. If in any case where an appeal has not been filed and a shipper is dissatisfied with the results of his inspection in any market, a complaint made by him either to his district supervisor or to this office will have prompt and careful attention.

It is the responsibility of Federal Grain Supervision to bring about a correct inspection of all grain for which standards have been fixed under the United States grain standards Act, and in order that this responsibility be properly discharged the cooperation of the parties interested in any transaction in grain where the grade appears to be incorrect, is essential. If the interested party is uncertain as to which district the market in which his grain is inspected is located, a letter or telegram to this office outlining his complaint will constitute the necessary action.—Very truly, R. T. Miles, in charge, General Field Headquarters, Webster Bldg., Chicago, Ill.

Storage Encourages Speculation.

Grain Dealers Journal: I feel that the grain storage ticket is causing dissatisfaction among the farmers and doing more to turn them against the grain trade than any other cause. It tends to make the farmer a speculator and when he loses, like many others, he would like to blame other speculators and the Board of Trade. He has the privilege of fifteen days free storage which starts the trouble. Why not cut out storing, do business on a cash basis and have all grain paid for at the close of the day's business.—Yours for Better Methods.—T. McMichael, Jr., Harrison, Mont.

Offices of Line Companies Shud Be Orderly.

Grain Dealers Journal: In the November 25th number of the Journal, we note a letter from a traveler who condemns bad practice, signing his name "C. I. O." Why not give the name of the line house company and the station at which he located the bad practice, in order that people operating line elevators might have the opportunity of correcting such evils?

In our opinion, the line house elevator should be conducted in such a way that the farmer would feel free to send his wife or daughter to the elevator for information, the same as he would send her to the grocery store or the dry goods merchant. We know that we would appreciate advice from any source, advising us that our line house operators were using our offices and elevators as a rendezvous for gamblers and drunkards.

The gambling and drinking line house operator, who is a pest at any time, should be done away with.—C. D. A.

Found Much Dust In Montreal Elevator.

Grain Dealers Journal: I was very much interested in reading the Journal's description of the dust explosion in the Harbor Commissioners' No. 1 Elevator at Montreal. I visited the elevator in June, 1920, and was much impressed by what I considered the explosive state of this particular plant. The following is an extract from the report I made on my return to England:

"Dust Collecting Plant for the building is installed in a few cases, but not very effective, most plants have none and at Montreal it was considered too expensive to install and operate.

"On the car discharging floor at Montreal the dust lay about 6" thick at the time of my visit and the atmosphere was thick with dust. I believe a detonation would have caused a series of serious explosions.

"I think the better policy would be to introduce effective dust collecting plants rather than devoting so much attention to allowing for explosions as at Port Colborne. Explosions will continue to occur under existing conditions.

"A good dust collecting engineer ought to find plenty of scope amongst these elevators."—C. Bentham of Henry Simon, Ltd., Manchester, England.

Has New Elevator in Peace River Country.

Grain Dealers Journal: Our new elevator at Berwyn is just a common every-day standard country elevator, about 35,000 bus. capacity.

This elevator is the farthest north elevator in Canada. It is situated about 400 miles northwest of Edmonton and Edmonton is 200 miles north of Calgary and Calgary is about 800 miles due west of Winnipeg.

The conditions and crops in the Peace River country are pretty much the same as they are in the Edmonton district or other parts where the crops were good in Western Canada. The writer made a visit through that territory this summer and met quite a number of farmers who had gone in there from Saskatchewan and Manitoba, North Dakota and other States and upon inquiring from them how they liked the country, they were all very enthusiastic about it. They claim that they do not notice the winters any worse than where they came from, either Saskatchewan or North Dakota, etc. Their buildings did not appear to be more warmly built or any extra preparation made than is being done in any other part for winter protection. They raise splendid crops in that new soil and I saw oats that stood 6

feet high from the ground this fall, and this was not an uncommon thing to see. Hardly any of the wheat crops seemed to be less than about 40 bushels to the acre. Yours truly, J. Gillespie, Edmonton, Alta.

Quick Gluten Test for Hard Winter Wheat.

Editor Grain Dealers Journal: After reading your article on "Gluten tests of wheat" page 566 of the Journal for Oct. 25th, I feel impelled to write to you about our work here at Sherman.

Protein (gluten) tests made recently on a large number of cars of Hard wheat has convinced the writer that "texture" as determined by the eye is not a true index to the "strength" of hard winter wheat grown the past season. It often happens that a car of hard winter contains more protein (gluten) than does another car that graded dark hard. It is this condition that has caused some millers who specialize on a strong baker's flour, to specify the minimum protein content in their hard wheat contracts.

You state, "If this test could be made quickly and at small cost it might be desirable." I believe we have solved the problem here at Sherman. The chemical laboratory is operated in connection with the Grain Inspection Department. The analyses are made by the Licensed Inspector. A fee of \$1.00 per car is charged for protein determination. It requires from three to four hours to complete a protein (gluten) test. The analyses are made on the "average 5-probe sample" drawn by the Grain Inspection Dept. for inspection purposes. The analyses are available before demurrage starts, and usually not later than the morning after car arrives. There is no delay in unloading cars as it takes one day to get cars set in to plants anyway. The grain is binned according to protein content.

The "Gluten" test may be an innovation to some dealers, but after all, it is just a more accurate representation of a desirable quality in hard wheat, than is the "percent of dark hard and vitreous kernels." The personal equation is eliminated. An accurate, yet comparatively simple chemical test is substituted for an inaccurate and none too reliable texture separation based on appearance and opinion.

Not many years ago the Brown Duvel moisture test was regarded with fear and suspicion. Local dealers do not "make moisture tests on every wagon load of grain," as many declared they would be compelled to do. Neither will local dealers find it necessary to run a protein test on every wagon load of hard wheat in order to buy grain at a profit.

To those persons who regard grain merely as a medium in which to trade, these suggestions may be unwelcome. The grain man and elevator operator who are catering to the demands of the modern mill, will soon find it to their interest and profit to recognize more exact standards of quality than those now contained in the Federal Grades. They will render a real service to the grain trade and to the mills. This service will be incidental, though important, and need not interfere in any way with the prompt and efficient handling of grain.

There is nothing to fear and much to be gained by a more general use of protein (gluten) tests in the selection of hard milling wheat. The country shipper can obtain analyses on samples mailed to a laboratory in the same way he now has his grain samples graded.—Yours truly, Sherman Grain & Cotton Exchange, By Wm. L. Frank, Chief Inspector and Weighmaster, Sherman, Tex.

IMPORTS of wheat to the United States from Canada in the 5 months, June to October, were 3,401,816 bus., compared with 9,965,010 bus. in the same period last year. The emergency tariff is declared to be responsible for the difference in the figures.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ARIZONA.

Nogales, Ariz., Dec. 5.—Our corn export business to Mexico has been exceptional until this fall. The Mexican corn crop is quite large and we do not expect to be able to ship any corn into Mexico this year.—Nogales Feed & Fuel Co.

COLORADO.

Denver, Colo., Dec. 1.—About 80% of the wheat has moved and the stock feeding will be considerably less this year than normal.—T. D. Phelps, T. D. Phelps Grain Co.

ILLINOIS.

Springfield, Ill., Dec. 7.—Very little corn is moving to market.—Clarence J. Root, Meteorologist.

Springfield, Ill., Nov. 30.—Very little new corn has been sold as the farmers will hold it for higher prices as long as possible.—S. D. Fessenden, agricultural statistician.

IOWA.

Washington, Ia., Dec. 3.—Grain is moving slowly.—Farmers Co-op. Exchange by M. C. De Long.

Malcom, Ia., Dec. 5.—No grain movement of any volume as yet. Farmers will hold as long as possible.—H. B. Booknau, mgr. Farmers Elvtr. Co.

Nevada, Ia., Nov. 24.—Husking is nearly finished, but no corn moving and do not look for much to move at prevailing price.—Farmers Grain Co.

KANSAS.

Falun, Kan., Dec. 5.—We have had a good movement of wheat from farms; 70% moved.—Hugo Hed, mgr. Farmers Grain, Live Stock & Merc. Co.

MICHIGAN.

Lansing, Mich., Dec. 1.—Seven per cent of the old crop of corn still remains on the farms.—Michigan Crop Reporting Service.

MISSOURI.

Berger, Mo., Dec. 8.—Wheat about all hauled. Not much corn being sold, farmers waiting for higher prices.—Farmers Elvtr. Ass'n, by C. W. A.

Farley, Mo., Nov. 25.—Farmers are inclined to cut loose of all their holdings and are bringing in the balance of the crop. For the majority 2 to 3 loads cleans them up.—R. H. Baumgardt, treas., Co-op. Elvtr. Ass'n.

NEBRASKA.

Norman, Neb., Nov. 21.—Very little grain moving.—Farmers Union Co-op. Grain & Supply Co.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1921.	1920.	1921.	1920.	1921.	1920.
July 2...	5,686	6,851	1,848	56	1,084	26
July 9...	5,981	5,771	2,817	35	1,154	800
July 16...	5,807	8,556	3,016	89	1,159	322
July 23...	5,359	8,990	3,132	157	908	1,006
July 30...	7,015	7,033	3,192	43	1,895	867
Aug. 6...	10,355	6,375	2,897	52	2,068	353
Aug. 13...	7,777	7,220	1,787	102	511	9
Aug. 20...	9,682	6,919	2,254	63	800	46
Aug. 27...	12,628	11,253	2,839	122	499	166
Sept. 3...	8,690	6,425	1,469	9	184	52
Sept. 10...	10,609	8,203	2,223	55	338	130
Sept. 17...	8,200	10,902	3,981	67	390	50
Sept. 24...	7,515	10,572	3,341	76	125	119
Oct. 1...	8,186	7,476	3,025	75	255	112
Oct. 8...	7,395	7,427	2,302	297	168	186
Oct. 15...	5,210	9,345	2,925	323	99	226
Oct. 22...	7,782	7,985	1,999	401	67	368
Oct. 29...	7,849	8,189	1,136	212	80	275
Nov. 5...	4,944	7,768	1,790	463	217	238
Nov. 12...	6,291	6,072	1,513	474	228	475
Nov. 19...	5,907	8,113	2,145	1,061	439	466
Nov. 26...	4,153	7,988	1,624	170	612	185
Dec. 3...	7,420	8,009	2,108	466	565	180
Total since July 1...	145,350	153,300	49,179	2,658	12,981	5,203

Table Rock, Neb., Nov. 30.—Farmers are holding their grain in their bins. We have only bot 200 bus. of new corn up to date.—Oscar Wiar, mgr. Farmers Educational & Co-op. Ass'n.

Curtis, Neb., Nov. 26.—It is estimated that 75% of this year's wheat crop has been marketed. Corn husking in full swing. Most of the crop will be consumed locally.—F. E. Dillman, mgr. Farmers Elvtr. Co.

OHIO.

Atwater, O., Nov. 28.—Not much grain going to market, only corn; farmers waiting for higher prices.—Farmers Elvtr. Co.

Rudolph, O., Dec. 8.—Track buyers are quite prominent in our territory at present. Corn is moving freely.—The Liberty Grain Co.

OKLAHOMA.

Vinita, Okla., Nov. 29.—Grain movement from farms is slow; farmers holding for higher prices.—R. W. Crane, agt. R. H. Drennan Grain Co.

OREGON.

Baker, Ore., Nov. 21.—Grain movement at standstill owing to heavy snow storms.—Baker Mill & Grain Co.

A race is like a day's work—you have either gained or lost. When you have won, remember there is a prize just a little bit better waiting. When you have lost, remember there is another chance coming, so prepare.—Charles W. Paddock, speed marvel of University of South California.

There's no satisfaction in life equal to the knowledge that one's promotions have been won by merit alone. Those who seek advancement through favoritism or "pull" are doomed to many disappointments. Prove yourself in all your work and your boss will approve and your job improve.—Hugh Rodman, Admiral, United States Navy.

More harm is done by the cowardice of those who are afraid to do that which is right than by the courage of those who do wrong.—R. A. Woodbury.

Safety is a habit of mind. Keep safety always in mind to prevent death, injury or loss from accidents while at work, at home and on the street. Form safe habits. Remember the safety of others. Think safety, talk safety, practice safety always and all ways.—Cecil R. Rice, Pres. Western Pennsylvania Division, National Safety Council.

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, compared with November, 1920, were as follows:

	Receipts—		Shipments—	
	1921	1920	1921	1920
Baltimore ...	33,742	295,751	.....	154,846
Chicago ...	522,000	1,535,000	.....	456,000
Cincinnati ...	5,200	.....	.....	.....
Duluth ...	184,132	773,380	595,116	996,078
Ft. William ...	1,100,063	1,057,179	1,647,357	1,255,561
Kansas City ...	67,500	456,000	44,200	293,800
*Los Angeles ...	89	125	.....	.....
Milwaukee ...	446,505	950,175	336,090	165,510
Minneapolis ...	716,310	2,212,000	745,510	1,952,040
New York ...	467,600	740,500	386,000	504,000
New Orleans ...	.....	.....	80,458	211,139
Omaha ...	51,200	270,000	62,400	235,800
Philadelphia ...	2,500	53,701	.....	51,880
San Francisco, tons	38,089	37,131	.....	.....
St. Joseph ...	30,500	.....	.....	.....
St. Louis ...	67,200	224,000	25,920	18,070
Toledo ...	2,400	3,600	.....	2,951

*Cars.

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, compared with November, 1920, were as follows:

	Receipts—		Shipments—	
	1921	1920	1921	1920
Baltimore ...	790,341	564,510	360,000	355,114
Chicago ...	504,000	285,000	4,000	105,000
Cincinnati ...	8,400	3,600	1,200	6,000
Duluth ...	850,840	2,216,143	1,087,874	2,102,874
Ft. William ...	620,827	460,438	1,162,574	487,401
Galveston ...	.....	.....	34,285	.....
Kansas City ...	22,000	135,300	41,800	73,700
*Los Angeles ...	2	2	.....	.....
Milwaukee ...	69,500	279,455	51,330	183,580
Minneapolis ...	253,310	395,920	42,410	283,990
New Orleans ...	.....	.....	.....	42,857
New York ...	91,000	2,190,500	98,000	1,713,000
Omaha ...	86,800	213,400	277,200	132,000
Philadelphia ...	14,800	194,828	.....	43,008
St. Louis ...	6,600	50,600	1,070	19,710
Toledo ...	75,600	74,400	62,955	54,870
Wichita ...	1,200	2,000	.....	2,000

*Cars.

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, compared with November, 1920, were as follows:

	Receipts—		Shipments—	
	1921	1920	1921	1920
Baltimore ...	18,023	129,966	.....	30,000
Chicago ...	3,522,000	4,473,000	3,478,000	3,588,000
Cincinnati ...	242,000	308,000	122,000	228,000
Duluth ...	229,399	209,154	464,214	34,982
Ft. William ...	4,727,224	3,511,979	6,939,153	2,361,840
Kansas City ...	314,500	724,200	250,500	459,000
*Los Angeles ...	36	60	.....	.....
Milwaukee ...	1,410,850	1,420,600	1,334,753	1,486,545
Minneapolis ...	1,925,030	2,036,350	1,631,110	1,165,800
New York ...	1,120,000	670,000	358,000	44,000
New Orleans ...	.....	.....	72,485	21,495
Omaha ...	384,000	606,000	472,000	826,000
Philadelphia ...	221,534	316,692	.....	.....
San Francisco, tons	2,232	3,084	.....	.....
St. Joseph ...	62,000	60,000	24,000	96,000
St. Louis ...	1,044,000	1,918,000	897,790	1,663,200
Toledo ...	135,300	383,350	112,230	198,788
Wichita ...	4,500	5,600	3,000	5,000

*Cars.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, compared with November, 1920, were as follows:

	Receipts—		Shipments—	
	1921	1920	1921	1920
Baltimore ...	1,340,580	2,375,615	1,053,629	2,523,151
Chicago ...	1,157,000	1,262,000	2,074,000	940,000
Cincinnati ...	156,000	216,000	192,000	166,800
Duluth ...	5,314,092	7,555,667	7,586,736	9,568,041
Galveston ...	.....	.....	1,934,200	4,861,293
Ft. William ...	40,848,143	21,612,036	49,028,837	19,962,716
Kansas City ...	4,359,150	7,508,700	3,618,300	4,800,600
*Los Angeles ...	149	112	.....	.....
Milwaukee ...	105,300	204,000	493,965	105,805
Minneapolis ...	8,655,760	14,470,840	2,786,960	4,866,610
New York ...	8,291,413	11,577,800	7,082,000	7,373,000
New Orleans ...	.....	.....	1,189,291	4,684,528
Omaha ...	740,600	1,993,200	1,110,200	1,981,200
Philadelphia ...	7,296,942	3,445,048	6,773,974	2,677,145
San Francisco, tons	2,541	4,476	.....	.....
St. Joseph ...	816,000	868,500	355,500	258,000
St. Louis ...	1,583,005	3,320,730	1,544,610	1,762,505
Toledo ...	1,736,335	659,000	867,965	234,263
Wichita ...	1,357,200	1,320,200	700,800	760,000

*Cars.

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, compared with November, 1920, were as follows:

	Receipts—		Shipments—	
	1921	1920	1921	1920
Baltimore ...	687,135	923,889	877,216	710,146
Chicago ...	7,577,000	3,901,000	5,807,000	5,082,000
Cincinnati ...	402,000	339,600	181,200	155,000
Duluth ...	372,696	.....	851,035	.....
Ft. William ...	286,818	.....	94,309	3,053
Galveston ...	.....	.....	.....	23,026
Kansas City ...	451,250	546,250	356,250	242,500
*Los Angeles ...	45	55	.....	.....
Milwaukee ...	762,475	933,625	1,590,369	423,000
Minneapolis ...	871,990	961,270	373,550	443,460
New York ...	1,091,400	983,300	728,000	1,250,000
New Orleans ...	.....	.....	894,080	107,801
Omaha ...	974,400	590,800	789,600	359,800
Philadelphia ...	350,458	264,807	392,659	232,624
San Francisco, tons	1,515	1,294	.....	.....
St. Joseph ...	510,000	307,500	391,500	126,000
St. Louis ...	1,816,644	881,400	1,802,730	622,850
Toledo ...	222,500	193,750	86,545	16,869
Wichita ...	9,600	26,000	6,000	18,000

*Cars.

Grain Growers, Inc., Get One Signer at Rosalie, Neb.

Admitting that the Farmers Grain Co., at Rosalie, Neb., had refused the contract offered by the U. S. Grain Growers, Inc., F. M. Russell, promotion manager, told the Omaha Bee reporter that "The Farmers Union at Rosalie has maintained a shipping point for farmers' grain and they accepted the elevator contract, thus giving the proper connection at that point."

Hearing this G. B. Patrick, manager of the Farmers Grain Co., comes back with the following shot:

If the U. S. Grain Growers, Incorporated's "connection" is no better elsewhere than at Rosalie, heaven pity them! The Farmers' Union at Rosalie has a store here, but it has never handled a car of grain, and it has no loading facilities except a scoop shovel. Our company owns the only "co-operative elevator" in the town, and the farmers never look to the Farmers' Union for grain handling, nor for anything except the goods usually found in a village store.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Stormy Place, Alta.—The crops of this district were never better than this year.—C.

Canadian wheat crop for 1921 is officially reported at 330,000,000 bu., compared with 263,000,000 bu. harvested last year. Oats crop is 510,000,000 bu. against 531,000,000 bu. harvested last year, while the rye crop is 26,000,000 bu. or 14,000,000 bu. more than in 1920.

ILLINOIS.

Springfield, Ill., Dec. 7.—Snow fell over much of the south half of the state in the week ending Dec. 6. It amounted to more than an inch in places. Corn harvest has been delayed and a small amount is still out. Wheat continues good.—Clarence J. Root, Meteorologist.

Springfield, Ill., Nov. 30.—Husking of corn, also delayed by wet weather, is practically finished. Much of the corn has been cribbed. The quality is somewhat below the 10-year average. Winter wheat is growing excellently. The acreage is not far from that sown last year and rains in southern counties have brought its condition up to the average of the state. Rye has been sown on an acreage considerably increased over last year. The plant has a fine appearance and is making a good growth.—S. D. Fessenden, agricultural statistician.

INDIANA.

Griffin, Ind., Dec. 8.—The recent floods in the Wabash bottom have damaged several thousand bushels of corn and will cause severe hardship among lowland farmers.—D. M. Price, Price's Elevator & Grain Co.

IOWA.

Washington, Ia., Dec. 3.—Corn poor quality; yield good.—Farmers Co-op. Exchange by M. C. De Long.

Nevada, Ia., Nov. 24.—Quite a lot of dry rot in corn.—Farmers Grain Co.

KANSAS.

Falun, Kan., Dec. 5.—Good snow covers wheat; needs moisture badly; 15% killed by dry weather.—Hugo Hed, mgr. Farmers Grain, L. S. & Merc. Co.

Topeka, Kan., Nov. 28.—Approximately 11,280,000 acres of wheat have been sown, or 1½% less than a year ago and nearly 3% less than the state's record acreage of 1919. The present condition is 58.6, the lowest November condition in the history of Kansas, and 29.2 points lower than last year. This is due to general lack of moisture. No one can foresee what the future may hold, but there seems little question that the fall sown wheat approaches the winter season under prospects probably never more unpromising.—J. C. Mohler, sec'y state board of agriculture.

MICHIGAN.

Lansing, Mich., Dec. 1.—Of the late maturing grain crops, corn and buckwheat are above the average and all others are below normal. Unusually favorable weather has prevailed during the fall and wheat and rye have made satisfactory growth. Considerable corn is yet to be husked and some threshing to be done. Corn, including the acreage utilized for silage and forage, represents grain production of 63,999,000 bus., or 39 bus. per acre. Eighty-one per cent of the corn is of merchantable quality. Actual grain production, deducting the acreage cut for the silo, is 43,000,000 bus. The buckwheat crop produced 631,000 bus., a yield of 16.6 bus. per acre, and representing production of 22,000 bus. more than last year. The quality is comparatively good.—Michigan Crop Reporting Service.

MINNESOTA.

Eyota, Minn., Dec. 3.—Grain business very slow here this season. The crop of the different grains was much below the average, both in yield and quality.—Eyota Co-operative Co.

MISSOURI.

Farley, Mo., Nov. 25.—Wheat is in fair condition but in need of rain; corn does not shuck out as much as was predicted and is not of very good quality.—R. H. Baumgardt, treas., Co-op. Elevator Ass'n.

Berger, Mo., Dec. 8.—Wheat was of poor quality, grading mostly No. 3 and No. 4. Growing crop looks poor. Sowed too thin and did not come up well. Corn decaying badly.—Farmers Elevator Ass'n, by C. W. A.

MONTANA.

Livingston, Mont., Nov. 30.—Prospect looks fine for winter wheat, altho acreage is reduced.—Park County Milling Co.

NEBRASKA.

Norman, Neb., Nov. 21.—Wheat conditions poor.—Farmers Union Co-op. Grain & Supply Co.

Table Rock, Neb., Nov. 30.—Growing crop is looking good.—Oscar Wiard, mgr. Farmers Educational & Co-op. Ass'n.

Curtis, Neb., Nov. 26.—Wheat averaged 15 bus. to the acre, corn 25 to 40 bus.—F. E. Dillman, mgr., Farmers Elevator Co.

NORTH DAKOTA.

Olmstead, N. D., Nov. 21.—Crops are very poor.—Olmstead Grain Co., C. E. Briggs, mgr.

OHIO.

Rudolph, O., Dec. 8.—Corn is in good shape. Wheat acreage will be much smaller next year owing to the poor yield of this year.—The Liberty Grain Co.

OKLAHOMA.

Ringwood, Okla., Dec. 6.—Wheat needs moisture badly.—H. L. Vance, mgr. Farmers Elevator Co.

Vinita, Okla., Nov. 29.—Winter wheat is looking fine.—R. W. Crane, agt. R. H. Drennan Grain Co.

Capron, Okla., Dec. 6.—Crop prospects are poor; only about ½ of the wheat is up.—P. A. Johnston Grain Co.

Altus, Okla., Nov. 30.—The outlook for a wheat crop is the poorest this country has ever experienced. Practically all the wheat that came up is dead, but there are thousands of acres that is not up, and we do not consider our growing crop condition is over 25%, and perhaps less. We are now in December, and consider that it is almost too late for wheat to come up and do any good.—J. T. Gibbons Grain Co.

Kota a Wonder Wheat.

A hard, red rust resistant type of wheat grading No. 1 dark northern has been developed by Professor H. L. Bolley from seed brot from Russia. It makes better bread than Marquis.

Demand for this wheat already is several times what the North Dakota Agricultural College is able to supply, and the state experiment station for this reason deprecates publicity.

To increase the available supply the Kota Wheat Growers Ass'n has been incorporated at Fargo, N. D., without capital stock by W. R. Porter and others.

Foreign Crop Conditions.

Fall sown cereal crops of the Northern Hemisphere are generally entering the winter in a fair to good condition, with the exception of some areas where drouth has interfered with seeding and germination, report of the Bureau of Crop Estimates shows.

In Germany and Austria the condition is up to the average altho the acreage may have been reduced somewhat by drouth. Lack of moisture has hindered seeding in France, Hungary and Roumania. Italy had recent favorable rains. Seeding made good progress in Great Britain and good stands are reported for early sown fields. In North Africa moisture conditions have been favorable and preparation for fall seeding has made good progress.

The outlook for next spring's crops is favorable in most districts of British India. Fall sown crops have entered the winter in good condition in Canada.

Crop news from Argentina continues favorable and it is now conceded that earlier reports of drouth damage were somewhat exaggerated. The acreage this year in Argentina is estimated at 13,927,000 acres, compared with 14,957,000 last year.

The wheat harvest will soon begin in the early districts in Australia and the present condition indicates a yield about equal to that of last year.

The total wheat production of the 29 principal wheat growing countries (excluding Russia) was 2,890,445,000 bus., compared with 2,661,971,000 bus. in 1920, or an increase of 228,474,000 bus. Rye production shows an increase of 171,989,000 bus. The greater part of this increase was in European countries.

International Crop Reports.

The International Institute of Agriculture, of Rome, has issued the following reports on grain crop conditions:

Argentina: The area sown to wheat for the current season was 13,927,000 acres, 92.8% of last year; that sown to oats was 2,105,000, or 102.2% of last year.

Chile: During the current season the following areas have been sown: Wheat, 1,138,000 acres, 98.9% of last year; barley, 119,000 acres, 85.6% of last year; oats, 97,600 acres, 175.4% of last year.

England and Wales: The yield of cereals for the present year are as follows: Wheat, 41,810,100 centals, 130.6% of 1920; barley, 21,236,000 centals, 83.8% of 1920; oats, 31,268,600 centals, 93.1% of 1920.

Italy: The final estimate of the cereal yields for 1921 is as follows: Wheat, 115,703,400 centals, 136.4% of 1920; rye, 3,154,800 centals, 124.1% of 1920; barley, 4,973,600 centals, 176.5% of 1920; and oats, 12,088,000 centals, 155.9% of 1920.

General Crop Summary.

A general summary of crop conditions for the last half of November were covered in a recent report of the Bureau of Markets and Crop Estimates.

The report shows the husking of corn is about completed throughout the north central or leading corn producing states. The yield is generally good, but the quality is being damaged considerably by the corn ear worm and mold. The harvesting of the late crop is nearly completed throughout the Gulf states, and good yields of high quality are reported.

Winter wheat is entering the winter in good condition throughout the north central states. The condition continues to deteriorate in southern Nebraska and Kansas due to drought and is generally poor. Rain has broken the drought in Texas during the past week, but much more moisture is needed. The condition in Washington has been benefitted by recent rains and snows.

Winter rye crop has made vigorous growth and is generally in good condition.

World Has a Surplus of Wheat.

Sir James Wilson, a grain statistician of repute, who was for 20 years in the agriculture and revenue department of India, and during the war the British deputy to the Rome International Institute of Agriculture, has just made public a review based on the best information available in November, 1921, showing that the world has a surplus of wheat.

Exportable surpluses in 1921-22 are placed by Mr. Wilson at 24.4 million quarters for Canada, 23 for the United States, 21.1 for Argentina, 17 for Australia, 5.5 for India, 2.3 for Roumania, 1.4 for Bulgaria, 1.4 for Algeria, 0.9 for Jugoslavia, 0.9 for Poland and 0.5 for Tunis, a total of 98.4 million quarters, or 787,200,000 bushels.

Probable imports are placed by him at 73.7 million quarters, allowing for imports into Russia of 4.6, Germany, 2.3; Japan, 0.7, and as much as 27.6 into Britain. Deducting the total of 589,600,000 from the exportable surpluses leaves a balance of 197,600,000 bus. Therefore, the importing countries could do without the United States' exportable surplus of 23 million quarters, or 184,000,000 bus., if it were possible to adjust the movement evenly from all other countries.

Broomhall cabled Dec. 2 that the outlook for the new wheat crop in the Argentine is good, and harvesting has been making satisfactory progress.

Complaints of Overbidding.

The Spalding Elevator Co., of Spalding, Neb., has made complaint to the state railway commission that the T. B. Hord Grain Co. is paying 21 cents for oats while he is paying 20 cents.

R. R. Becker, manager of the Spalding Elevator Co., alleges this is unfair price discrimination for the reason the Hord Company was paying only 20 cents at the next station, Primrose, where there is no competition, tho the rate of freight to market is 1 cent per cwt. less from Primrose.

The Commission has informed him it has no jurisdiction, but that sec. 4029 of the statutes covers such unfair discrimination and authorizes the attorney-general to make an investigation and procure an order of court against such practices.

These statutes have been tried out in the courts and failed, as it is necessary to prove the dealer paying the higher price is doing so for the sole purpose of driving his competitor out of business. If the dealer needs the grain to fill contracts, or for any number of other reasons, overbidding can not be penalized.

New Form Domestic B/L

A formal decision has at last been rendered by the Interstate Commerce Commission in the case involving the form and substance of uniform domestic bills of lading, both straight and shipper's order. Uniform bills of lading are to be modified to read as shown in the decision, which was rendered to make bills of lading conform to the interstate commerce act as amended Feb. 28, 1920. The opinion of the Commission states that rules and regulations contained in domestic bills of lading used by carriers responsible to the Commission will be unreasonable for the future in so far as they differ from those shown.

The Commission did not render an order in the case, but stated that "In case of failure on the part of any carrier or carriers to publish and put into force and effect the rules and regulations contained in the forms of domestic bills of lading herein found reasonable for the future, any person aggrieved thereby has, of course, the right to file complaint as provided in the interstate commerce act attacking the particular rule or regulation which is deemed to be in violation of the act."

The rules and regulations printed in the decision are for straight bills of lading. In forms of shipper's order bills of lading only those changes are to be made which are appropriate and these changes are to be made in the portion preceding the conditions.

One of the principal changes from present forms is that which enables the consignor to serve notice upon the carrier that it must collect from and look to the consignee for all freight charges. There is space on the face of the B/L for giving this notice.

The terms of the document specifically state that for loss or damage the carrier shall be liable "as at common law."

"Natural shrinkage" is retained as one of the losses for which carriers are not liable, but the term "discrepancies in elevator weights" is eliminated.

The term "free time allowed by tariffs" is substituted for "48 hours" where reference is made to demurrage and storage charges.

The terms and conditions which are to govern the new forms of B/L are printed below, in full. Black face type indicates changes from the form now in use which are of special interest to grain shippers and receivers.

DOMESTIC BILL OF LADING.

Contract Terms and Conditions.

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable **as at common law** for any loss thereof or damage thereto, except as herein-after provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or from country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's

expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake for inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Released Value: Sec. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) **Claims for loss, damage, or injury** to property must be made in writing to the originating or delivering carrier or carriers issuing this bill of lading within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; provided that if such loss, damage, or injury was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claim shall be required as a condition precedent to recovery. Suits for loss, damage, injury, or delay shall be instituted only within two years and one day after delivery of the property, or in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed: Provided, That in case the claim on which suit is based was made in writing within six months, or nine months in case of export traffic (whether or not filing of such claim is required as a condition precedent to recovery), suit shall be instituted not later than two years and one day after notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice.

Insurance: (c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

Unloading Grain: Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the

part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Selling for Charges: (b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder at such place as may be designated by the carrier: Provided, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: Provided, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Collecting Charges: Sec. 7. Except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor shall not be liable for such charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Reconsignments: Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if

the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, transship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General average shall be payable according to York-Antwerp Rules, 1890, and, as to any matter not therein provided for, according to the law and usage of the port of New York. If the owners shall have exercised due diligence to make the vessels in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners, of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

No Crime to Sell on Basis of Inspection at Point of Origin.

Smith, Vincent & Co., of St. Louis, Mo., are charged by the U. S. Dept. of Agriculture with having bot 4 cars of No. 2 yellow corn at Omaha and with having sold these 4 cars as No. 2 yellow to a dealer in Memphis. This is no crime, but when the corn passed thru St. Louis the inspector graded it No. 6.

If the Grain Grades Act compels the secretary of agriculture to issue such ridiculous pronouncements against grain dealers doing a legitimate business the law should be amended.

When a dealer sells basis the official inspection at a named market his responsibility ends. He sells an inspection certificate. When Smith, Vincent sold the same corn to a Memphis buyer basis Omaha official weights and grades, the grades at St. Louis, Cairo or Memphis were of no interest to them, and it was not for Smith, Vincent & Co. to decide which inspector was incompetent.

Those who know nothing about the grain business and read the Department's "Finding" will believe that Smith, Vincent & Co. are guilty of fraud, when such is not the case.

Volume of Business Must Justify Side Track.

The Supreme Court of Oklahoma on Oct. 4, 1921, reversed an order of the Oklahoma State Corporation Commission requiring the C., R. I. & P. Ry. Co. to install and replace a switch for a shipper.

The shipper got the switch on allegations that the shipments would amount to 100 cars a year; but the evidence was that during the 6 months the track was in service the total freight handled was 20 cars out and 5 cars in.

The Court set aside the order of the Commission solely because the Commission did not make a sufficient finding of facts, and said

Viewed in its most favorable light, we do not think the evidence is sufficient to sustain the order of the Corporation Commission.

It has been a year since the testimony was taken, and more than six months since the order was made by the Corporation Commission. If complainant's estimate of the amount of freight he expected to ship has materialized he can ask the Corporation Commission to make a further investigation, and then show how many cars complainant has actually shipped, either in or out of Russett or Mannsville [the next station] from July 1, 1920, until the date of the hearing and what the tonnage and freight charges amounted to. If the amount is sufficient to justify the installing of the switch, the Corporation Commission can then make its order under section 33 of article 9 of the Constitution.

The law of Oklahoma to which the Court referred is

Any person, firm, or corporation owning or operating any coal, lead, iron, or zinc mine, or any sawmill, grain elevator, or other industry, whenever the Commission shall reasonably determine that the amount of business is sufficient to justify the same, near or within a reasonable distance of any track, may, at the expense of such person, firm, or corporation, build and keep in repair a switch leading from such railroad to such mine, sawmill, elevator or other industry; such railroad company shall be required to furnish the switch stand and frog and other necessary material for making connection with such side track or spur under such

reasonable terms, conditions and regulations as the said Commission may prescribe, and shall make connection therewith. The party owning such mine, sawmill, elevator or other industry shall pay the actual cost thereof. If any railroad company, after proper demand therefor is made, shall refuse to furnish said material for making said connection and put the same in place, or after the building of such switch, shall fail or refuse to operate the same, such railroad company failing and refusing for a reasonable time, shall forfeit and pay to the party or corporation aggrieved, the sum of five hundred dollars for each and every offense, to be recovered by civil action in any court of competent jurisdiction; and every day of such refusal on the part of the railroad company to operate such switch as aforesaid, after such demand is made, shall be deemed a separate offense. Bunn's Ed. § 246.—201 Pac. Rep. 260.

THE VOLUME of corn exports in the past year has increased 1,700% over last year. Other grains showed the following increases: Barley, 100%; rye, 50%; rice, 1,350%. The export movement of wheat in August broke records of years' standing.

"Yes," the editor of the Vinton (Ia.) Times answered a correspondent recently, "the editor of the Times has questioned and still questions the philanthropic spirit which is supposed to prompt the motives of the organization (U. S. Grain Growers, Inc.). The question naturally arises, 'who is paying for these organizations?'"

Death of B. A. Lockwood.

Benjamin A. Lockwood, third president of the Grain Dealers Nat'l Ass'n and long identified with the grain trade of Central Iowa, died at his home in Des Moines, Sunday, Dec. 4th. He is survived by his widow and brother, Lee Lockwood, of Des Moines, who have the heartfelt sympathy of Mr. Lockwood's host of friends in the trade.

After attaining success as a retail feed dealer in East Des Moines, B. A. Lockwood engaged in the country elevator business and successfully operated a line of country houses in conjunction with a transfer and cleaning elevator on the C. & N. W. R. R. at Ames, Iowa. Headquarters of the B. A. Lockwood Grain Co. was long maintained in the Youngerman Block, Des Moines. On the death of Lemoine Mott, who occupied offices with the Lockwood Grain Co., the Lockwood brothers continued the milling business in conjunction with the grain business of the Lockwood Grain Co.

Mr. B. A. Lockwood was always an active trade ass'n man, first appearing in 1894 as a director of the Central Iowa Grain Dealers Mutual Fire Insurance Ass'n along with E. P. Gilbert, J. R. Lambaugh, M. McFarlin, Allan Smith and E. Ericson. In 1898 he was made a director of the Grain Dealers Nat'l Ass'n, which he helped to organize in 1896 and of which he was a charter member. After serving as a director for two years he was made President at the Indianapolis meeting of the Ass'n in November, 1900. He was re-elected President at the greatest of all grain trade conventions, the sixth annual held in Des Moines in October, 1901, and served until adjournment of the seventh annual meeting in Peoria, October, 1902.

Mr. Lockwood was a staunch champion of the interests of the country elevator operator and wrote many able addresses in favor of a loading fee for country elevator operators. He convinced many freight traffic officials that the loading fee was fully earned, and obtained conferences with railroad officials that almost secured the much coveted loading fee for operators of country elevators everywhere.

Mr. Lockwood was a careful student of grain trade problems, a loyal supporter of, and earnest worker for, grain trade ass'ns. His many gentlemanly traits won him a host of friends in the trade, all of whom cherish his memory. His life long friend and associate, M. McFarlin, writes, "With an acquaintance of over 30 years I can testify that he was an honorable, conscientious Christian gentleman and a good citizen."



B. A. Lockwood, Des Moines, Ia., Deceased.

American Corn Millers Federation Meeting.

The annual convention of the American Corn Millers Federation was held in the Congress Hotel, Chicago, Nov. 28 and 29. Pres. W. N. Adams, of Arkadelphia, Ark., presided at the several sessions, and on Monday he delivered his annual address. This reviewed the work of the Federation for the year, giving special attention to the efforts that have been made to obtain more satisfactory rates and rules in transportation matters, and to the plans for increasing the use of corn products as food. In this latter work the Federation has the assistance of the U. S. Dep't of Agriculture and the Dep't of Commerce. A report prepared by C. W. Pugsley, ass't sec'y of agriculture, was read. This related to the activities of the Dep't in promoting greater use of corn; and E. G. Montgomery, chief of the foodstuffs division of the Dep't of Commerce, also spoke to the millers about what that agency has done.

Mr. Adams, as well as Sec'y T. M. Chivington in his own annual report, gave detailed information about the action of the Dep't of Commerce in sending Dr. J. A. LeClerc to Europe to study the possibilities of foreign corn product markets; and Mr. Montgomery touched on this in his address. In this work the corn millers are co-operating with the government. The U. S. Maize Products Export Ass'n, which contains within its membership many members of the Federation, now has in Europe a representative in the person of General Asher Miner, of Wilkes-Barre, Pa., who also is endeavoring to interest the people abroad in the more general use of corn products as food.

An interesting phase of the corn milling situation was brought out in the fact that feedstuffs manufactured from corn have brought higher prices recently than meal and grits made for human consumption. This has the effect of making the millers even more interested than usual in feedstuffs problems, and those who were present gave careful consideration to the explanation of the feed trade rules recently adopted by various organizations whose members are likewise engaged in handling feeds. Sec'y A. P. Husband, of the Millers National Federation, presented the rules. In doing so he acted in behalf of Eugene Dryer, St. Louis, pres. of the U. S. Feed Distributors Ass'n, who was unable to attend on account of illness.

The convention considered the feed rules at some length, and they were referred to a com'te consisting of Chas. A. Krause, Milwaukee; J. W. Craver, St. Joseph; and H. H. Corman, Indianapolis. This com'te was instructed to report its recommendations to the sec'y, who is to forward them to the membership for a mail vote on adoption or rejection.

The subject, "Selling for Deferred Delivery" had been set down for discussion. Considerable discussion of this actually ensued, but it was practically all in the same vein, namely, that of opposition to the practice. The millers pointed out that there is seldom any benefit to be derived from sales for deferred delivery, while many such transactions result unsatisfactorily, and they were a unit in condemning it.

The gift corn movement, which gives Europeans a first hand demonstration of the merits of the great American cereal food, is looked upon by the millers as being of inestimable value to producers of corn in the United States. Mr. Montgomery expressed the situation clearly when he said that man does not change his food habits except thru force of necessity, and that when once he changes to a hitherto unused food it is just as difficult to cause him to give it up as it was to cause him to adopt it. The idea prevails among those who have studied the problem that European use of corn at a time when it is a matter of eating corn or starving will have the effect of perpetuating the use of the cereal as

food in those countries for all time to come. This, in turn, will affect the use of corn as feed for animals, both in America and abroad.

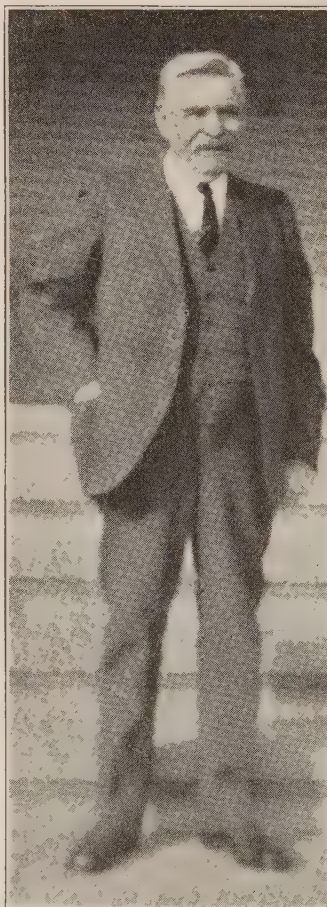
The election of officers resulted in the choice of W. N. Adams as pres. for a third term; J. W. Craver, St. Joseph, Mo., 1st vice-pres.; and J. W. Morrison, Lexington, Ky., 2nd vice-pres. There was a great deal of opposition to Mr. Adams election—all of it coming from Mr. Adams himself. With this exception, the election was unanimous.

The following directors were elected: T. R. Millard, Wilkes-Barre, Pa.; T. B. Andrews, Memphis, Tenn.; H. E. Boney, Wilmington, N. C.; C. A. Wernli, Le Mars, Ia.; J. P. Mabrey, Jackson, Mo.; R. Motlow, Union City, Tenn.; R. A. Henderson, Sioux City, Ia.; R. B. Lancaster, Louisville, Ky.; F. Hutchinson, Lawrenceburg, Ind.; L. J. Licht, Geneva, N. Y.; B. M. Ford, Firth, Neb.; Ed. S. Miller, Omaha, Neb.; Thos. L. Moore, Richmond, Va.; J. A. Hammond, Lincoln, Neb.; L. M. Powell, Milwaukee, Wis.; E. Wilkinson, Birmingham, Ala.; J. C. Murray, Chicago, Ill.

The following executive com'te was elected: W. N. Adams, Arkadelphia, Ark.; Chas. A. Krause, Milwaukee, Wis.; Asher Miner, Wilkes-Barre, Pa.; J. W. Craver, St. Joseph, Mo.; W. W. Marshall, Kansas City, Mo.; J. F. Weinmann, Little Rock, Ark.; L. R. Bowman, Sikeston, Mo.; J. W. Morrison, Lexington, Ky.

A meeting of the Western Corn Millers Bureau was held Tuesday. Ed. S. Miller, of Omaha, is pres. of this organization, and R. Van Evera, Kansas City, is sec'y. The Bureau adopted a resolution making time of shipment under its rules conform to the uniform rules adopted by other organizations recently. These define immediate shipment as meaning 3 days; quick shipment, 7 days; and prompt shipment, 14 days.

The members of the federation and a few guests enjoyed an informal dinner Monday evening. This was purely a good fellowship affair, with none of the usual banquet speech making.



A. H. Betts, Mitchell, S. D., Deceased.

Sale Not Binding Without Consideration.

A. O. Root of Geraldine, Mont., having refused to deliver wheat on a contract the McCaull-Webster Elevator Co. brot suit and was given judgment against defendant by the district court of Fergus County, Jack Briscoe, Judge.

Root took an appeal to the Supreme Court of Montana and on Oct. 10, 1921, was granted a reversal, on all points, in his favor. The contract read:

"Contract—The McCaull-Webster Elevator Co. "No. 36.

Geraldine, Mont., Station, Aug. 23, 1916. "I, A. O. Root, do hereby sell and agree to deliver to the McCaull-Webster Elevator Company, or their agent, at their elevator, warehouse, or cribs, as they may designate, at Geraldine Station, in Chouteau county, state of Montana, between the 23d day of Aug., 1916, and the 1st day of Nov., 1916, buyer's option, 1,000 bushels of good, sound, dry, and merchantable wheat to grade 2 H. M., for which I am to receive one and 30/100 dollars per bushel; said wheat being now in my possession and free from incumbrance. I do furthermore agree that, in case of default in the delivery of the grain as stipulated above, or by such date as buyer may extend the time of expiration of this contract, to pay as liquidation damages the difference between the price as above stipulated and the market value of same grain and grade on date this contract is closed by the buyer. I do furthermore acknowledge the receipt of none dollars as part payment on this sale, and confirm the contract as above made. "Witness my hand this 23d day of August, 1916.

"Witness: Robt. Fulton. A. O. Root." The Supreme Court said: By the terms of the agreement the plaintiff does not bind itself to accept the wheat, nor does it make any promise whatever. The agreement was not "closed by the buyer." The agreement is wholly unilateral, is wholly without consideration, and for that reason can not be sustained as a contract of sale; neither can it be sustained as a contract of sale and purchase, for it lacks both consideration and mutuality; neither can it be sustained as an option contract, for there was neither consideration nor acceptance thereof within the time named in it, and the same, according to the undisputed evidence of the defendant, was withdrawn immediately after its signing and the refusal of the plaintiff to pay any consideration therefor.

For the reasons herein stated, we recommend that the judgment and order appealed from be reversed, and the cause remanded to the district court, with directions to dismiss the action.—201 Pac. Rep. 319.

AN OFFER to exchange tax receipts for corn, accepting the latter at 50c per bu., has been made by the commissioners of Tift County, Georgia. This provides one means for farmers having corn but no money to pay taxes.

A. H. Betts, South Dakota Grain Dealer, Dead.

Andrew H. Betts, of Mitchell, S. D., who has been engaged in the grain business in that state for many years, died recently at Milwaukee, Wis.

Mr. Betts, whose portrait is reproduced herewith, was born in Wisconsin in 1850. Altho only 14 years old the last year of the Civil War he succeeded in enlisting in the army. Some years after the close of the war, he removed to South Dakota, settling near the present site of Alexandria in 1879. For a time he was engaged in farming, but he was one of the first grain dealers in Alexandria, being associated with the late S. M. Wiener in the business as early as 1881.

He was the owner of the second "flat" warehouse in Alexandria, and later he converted that into an elevator, also the second of its kind at that point. This plant he operated for many years.

In the 80's and early 90's Mr. Betts served in various public offices, being successively sheriff of his county, state senator, and a county commissioner. About 1898 he associated himself with A. A. Truax, of Mitchell, in the operation of grain elevators. At one time this firm operated 30 elevators in South Dakota and adjoining states. In 1901 Mr. Betts removed to Mitchell, where, at the time of his death, he was in the grain business with his sons.

Soil Kings Crowned at Show.

The greatest event of its kind came to an end Dec. 3 when the International Grain & Hay Show closed at Chicago; and it was the unanimous verdict of judges and other competent persons who attended the show that never before had there been in one place a finer display of soil products than was shown this year in the contest held in conjunction with the International Livestock Exposition.

Six thousand samples of grain, twice as many as last year, covered two floors of the pavilion. These thousands of entries of corn, bread grains, hay and seeds were attracted by the \$10,000 in premiums offered by the Chicago Board of Trade in the interest of better crops. Many states and several Canadian provinces were represented with exhibits graphically setting forth the agricultural characteristics of the various districts, and altho the primary object of the show is to bring out the best products of the farms it was an exhibition reflecting one year's creation of an amount of wealth so vast that no mind can properly comprehend its magnitude. To study those samples, and to consider the millions of bushels of grain from which the samples were selected, was in itself a convincing lesson in the wealth producing powers of American fields.

The Show resulted in the dethroning of several kings of the soil, new ones being seated in their places as growers of the best samples of the various grains. The most coveted honors went to J. W. Workman, of Maxwell, Ill., whose 10-ear sample of corn was awarded the grand championship. In previous shows Indiana has won this honor. The award this year placed the championship on Reid's Yellow Dent, whereas white corn has previously held first place.

The grand championship for wheat was given to George Kraft, of Bozeman, Mont., displacing J. C. Mitchell, of Dahinda, Sask.,

Canada. The award was on hard red winter Improved Marquis, and it was grown in the Gallatin Valley from seed obtained from Canada. So, Canada still has a share in the championship.

The Dominion to the north carried away the oats championship, this going to John W. Lucas, of Cayley, Alberta. Mr. Lucas also won the same prize last year.

The rye championship was won by Irving Beck, of South Manitou Island, Mich.

Other awards were as follows:

CORN.

Best Single Ear: Edward A. Lux, Waldron, Ind. In this award, Indiana took the place which Illinois held last year; and white corn displaced yellow, thus showing an exact reversal from the grand championship.

Single Ears, by Regions: M. Roman, Shawano, Wis.; L. M. Scott, Fairmount, Minn.; Ellsworth Bailey, Ottumwa, Ia.; Edward A. Lux, Waldron, Ind.; J. W. Scott, Gallatin, Tenn., and Otto Swedlund, Fleming, Colo.

For flint corn, open to regions one and two, A. C. Vubert, South Windsor, Conn., and Robert F. Addis, Middletown, Conn., took first honors.

Sweepstakes in regions for ten ears of corn were awarded to John Henderson, Cokato, Minn., region one (yellow); T. R. Thorpe, Beloit, Wis., region two (white); W. J. Ulrey, Attica, Ind., region three (yellow); J. W. Workman, Maxwell, Ill., region four (yellow); S. G. Rogers, Gainesboro, Tenn., region five (white); W. S. Sonneman, Haxtun, Colo., region six (yellow).

Ten Ears, Yellow; by regions: John Henderson, Cokato, Minn.; J. Emmett Brunner, Blue Mounds, Wis.; W. J. Ulrey, Attica, Ind.; J. W. Workman, Maxwell, Ill.; E. S. Burt, Benton, La.; W. S. Sonneman, Haxtun, Colo.

Ten Ears, White; by regions: Raymond Brown, Wilder, Ida.; T. R. Thorpe, Beloit, Wis.; M. H. Thorburg, Winchester, Ind.; Ora Bennett, Browning, Mo.; C. G. Rogers, Gainesboro, Tenn.; Lee Reaney, Grand Junction, Colo.

Junior Corn Contest: First prize, Frank Lux, Shelbyville, Ind. Regional winners: Theo. Peterson, Cokato, Minn.; John D. Quiring, Mountain Lake, Minn.; Eugene Troyer, La Fontaine, Ind.; Frank Lux, Shelbyville, Ind.; George Hoffman, Jr., Wiff, Colo.

WHEAT.

Those winning first places for wheat of various varieties and in the different regions included: Durum, H. Chester, Great Falls, Mont.; White Winter in regions two, three, four and five, Arthur W. Jewett, Jr., Mason, Mich.; White Spring, regions one and six, T. A. Sammis, The Dalles, Ore.; Soft Red Winter, Arthur W. Jewett, Jr.; Hard Red Winter, W. M. Murane, Columbus, Mont.; Hard Red Spring, G. W. Kraft, Bozeman, Mont.

OATS.

Regional prizes were awarded as follows: Arnold Rutz, Beaver Dam, Wis.; W. J. Irving, Blairsburg, Iowa; Rolland Conlee, Lowder, Ill.; C. S. Looney, Winchester, Tenn., and Otto Swedlund, Fleming, Colo.

BARLEY.

First in two-rowed barley, R. A. Chisholm, Del Norte, Colo. First in six-rowed barley, Carl Rosenberg, Bozeman, Mont.

HAY.

Best sample, special award, Otto Wolf, La Crosse, Wis., who exhibited red clover hay. Timothy: Arthur W. Jewett, Jr., Mason, Mich.

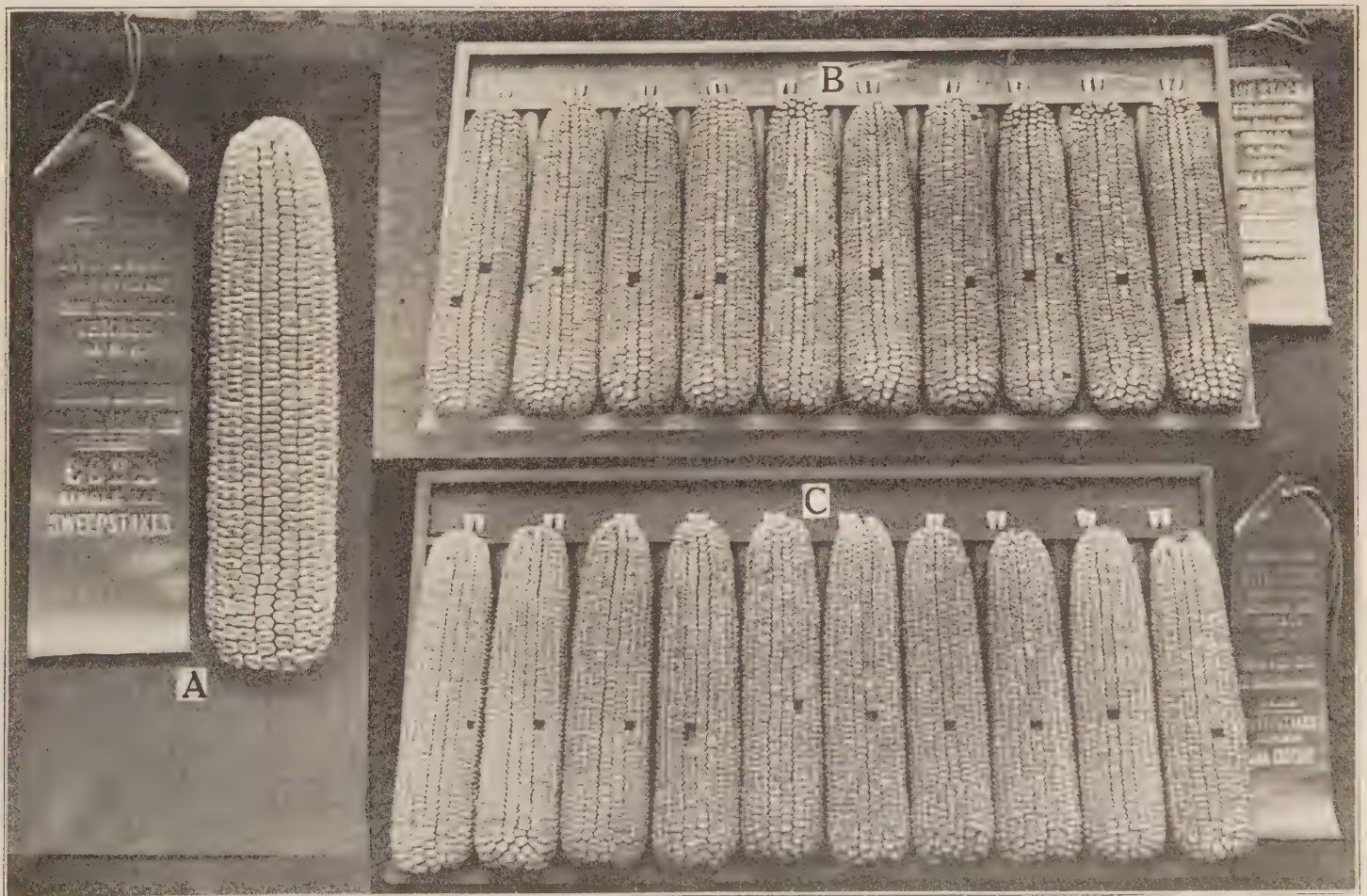
Alfalfa: George Baier, La Crosse, Wis.

SEEDS.

Kafir: W. E. Pigott, Wichita, Kan. Milo: Lillian M. Bieri, Oneida, Kan. Red clover: N. McGill, Buhl, Ida. Sweet clover: Charles Franks, Warren, Minn. Alsike clover: M. A. Thometz, Twin Falls, Ida. Alfalfa: Grafton & McMaughton, Brooks, Ala. Timothy: P. Mickelson, Donnelly, Ida. Cow peas: Roy Lee Claypool, Walnut Grove, Mo. Field peas: Frank Casper, Rockland, Wis.

ADVANCES aggregating \$11,505,000 for agricultural and live stock purposes were made by the War Finance Corporation during the week ending Dec. 3.

A GRAIN ELEVATOR is to be built at Kobe, Japan, by a number of Canadian capitalists. The movement of Canadian wheat to Japan, which began this fall, has prompted this venture.



Prize-Winning Corn at International Grain & Hay Show, Chicago. A. Best Ear of Corn Grown in 1921. B. Best Ten Ears of Corn Grown in 1921. C. Champion Ten Ears of Corn in Junior Corn Contest.

Defects of the Official Brown-Duvel Moisture Tester: A Remedy

By A. A. Jones, Chemist, and J. W. Barker, Asst. Chemist, Larabee Flour Mills Corporation

Our extensive use of the Official Brown-Duvel moisture tester in the cereal industry has shown up certain defects and limitations of the apparatus as a means of milling control and the technical grading and inspection of grain.

Duplicate tests or series of tests on the same grain produce such discordant results that one is often inclined to resort to the old method of biting the grain as being just as reliable. Occasionally check results can be obtained but more often a difference in result of from two-tenths to more than one per cent is noted with no apparent reason for the variation and as a result it is necessary to repeat the test.

The three chief causes of abnormal and discordant results, in the order of their importance, are destructive distillation of the grain, lack of uniformity in the dimensions of the thermometer bulbs, and error in calibration of the graduated cylinders.

The destructive distillation of the grain seems to be due to local superheating of the oil and grain. This is evidenced by a sudden rise or fall of the mercury column of the thermometer, by charring of the grain and by discoloration of the distillate. Local superheating begins about 150 degrees centigrade and continues to the end point. This is easily demonstrated by jarring the thermometer and later examining the distilled grain for charring.

Both vacuum and nitrogen filled thermometers were examined and were found to vary greatly as to length of the mercury bulb. Vacuum thermometers showed the greatest variance, those from the same source varying as much as 6mm in length of bulb. The nitrogen filled thermometers manufactured by the Taylor Instrument Co., (Tycos) were very uniform and of the proper length which is a bulb seven-eighths of an inch long and of slender proportions.

Graduated cylinders from three different sources were standardized and found to give readings less than the actual volume. This error was found in some cases to amount to four-tenths of a cc. in 15cc.

In order to make a reliable investigation it was necessary to first select thermometers with the proper length bulb and to recalibrate our

the upper edge of the cylinder is a stiff wire handle B 105mm in length with a ring C 15mm in diameter turned at right angles at the top. The center of the ring is coincident with the axis of the cylinder.

In use, the sample of grain is placed in the flask and by means of an accessory wire D the gauze cylinder is settled in the grain to the bottom of the flask. This places the ring at the upper end of the wire, in the lower part of the neck of the flask. It is thus held securely in an upright position. The oil is then run in and the thermometer placed in position with the stem through the ring C at the upper end of the wire and the bulb in the well of oil in the cylinder A. This cylinder does not cut off the operator's view of the bulb of the thermometer or its adjustment in the oil. The thermometer is adjusted with one-fifth of the bulb exposed and the distillation completed as recommended by the Official Method. The accessory wire is provided with a hook E for removing the gauze cylinder before emptying the flask.

All our investigations were conducted on wheat which was thoroughly mixed in a mixing machine and the tests made on an Official Brown-Duvel Moisture Tester. Nitrogen filled thermometers were used in all flasks.

Table No. 1 is representative of results obtained without our appliance:

TABLE NO. 1.
(Without appliance.)

Flask No.	I	II	III	IV	V	VI
Heat turned off	180°	180°	180°	180°	180°	180°
Highest temperature reached	195°	193°	186°	192.5°	198°	191.5°
Per cent moisture	10.82	10.17	9.66	10.66	10.96	10.47

Physical condition of wheat: Some charring noticed in all-dark brown to black.

Behavior of the thermometers: No. 1 and 2 rose smoothly after turning off the heat. No. 3 rose suddenly to 188° then dropped to 183° when jarred, then rose smoothly to 186°. No. 4 rose smoothly. No. 5 rose smoothly to 191° then suddenly to 198°, but dropped to 195° when jarred, rose smoothly then to 197.5°. No. 6 rose smoothly to 191.5°.

Table No. II is the results obtained with the same wheat, the same thermometers and under similar conditions to those obtaining for Table No. I, except that our appliance was used in each flask.

TABLE NO. II.
(With appliance.)

Flask No.	I	II	III	IV	V	VI	VII	VIII	IX	X
Heat turned off	180°	180°	180°	180°	180°	180°	180°	180°	180°	180°
Highest temperature reached	186°	187°	186½°	187°	186½°	187°	189½°	189½°	190°	187°
Per cent moisture	9.39	9.45	9.25	9.32	9.32	9.35	9.35	9.32	9.22	9.25
Physical condition of wheat.....	No charring—uniform brown throughout.									
Behavior of thermometers	After turning off heat all rose smoothly to the maximum then fell smoothly. Not affected by jarring.									

graduates. With the working conditions for each compartment approximating that of all the others we were in position to proceed with an investigation of the causes and prevention of superheating.

DESIGN OF APPARATUS.

Believing the reason for superheating to be the inhibiting of free convection currents in the oil and by the grain itself, we designed the apparatus to produce freer circulation of the oil and thus a more uniform distribution of the heat.

Except for minor refinements, the apparatus as originally designed proved successful in preventing local superheating entirely. This apparatus was designed to provide a well with bottom and sides through which the oil could percolate and then rise and flow outward in the free oil above the grain. To accomplish this result, a cylinder A 40mm long by 22mm in diameter was made of No. 18 mill screen wire, a heavy tinned gauze, with a mesh approximately 1mm square. The lower end is closed with a gauze of the same mesh. Rising from

An experiment was next performed using our appliance with vacuum thermometers to show the quantitative effect of differences in length of the mercury bulb. It was found that for each mm increase in length of bulb the apparent moisture content was 0.1% lower. When using a thermometer with a bulb one inch long, results were 0.35% lower than the mean. When using a thermometer with a bulb only eleven sixteenths of an inch long results were 0.34% higher than the mean. As all nitrogen filled thermometers which were available were of uniform length, we were not able to determine the effect of differences in length of bulb for them.

If an operator inadvertently permits the temperature to rise above the point designated by the directions accompanying the official tester, the results are usually abnormally high and are always to be discredited. We therefore wished to determine the effect of higher temperatures than those designated, when using our appliance. Accordingly a series of determinations were made on wheat, turning off the

heat at 180°, 185°, and 190° respectively. Results are shown in tables III, IV and V.

TABLE III.
(With appliance.)

Nitrogen filled thermometers were used in all flasks.			
Flask No.	I	II	III
Heat turned off	180°	180°	180°
Highest temperature reached	189°	190°	188°
Per cent moisture	9.86	9.94	10.04
Mean per cent moisture, 9.94; maximum deviation from mean, 0.1%.			

TABLE IV.
(With appliance.)

Nitrogen filled thermometers were used in all flasks.			
Flask No.	I	II	III
Heat turned off	185°	185°	185°
Highest temperature reached	194°	195.5°	192.5°
Per cent moisture	10.17	10.25	10.25
Mean moisture, 10.23%; maximum deviation from mean, 0.06%.			

TABLE V.
(With appliance.)

Nitrogen filled thermometers were used in all flasks.			
Flask No.	I	II	III
Heat turned off	190°	190°	190°
Highest temperature reached	198°	197°	198.5°
Per cent moisture	10.37	10.45	10.45
Mean moisture, 10.36%; maximum deviation from mean, 0.11%.			

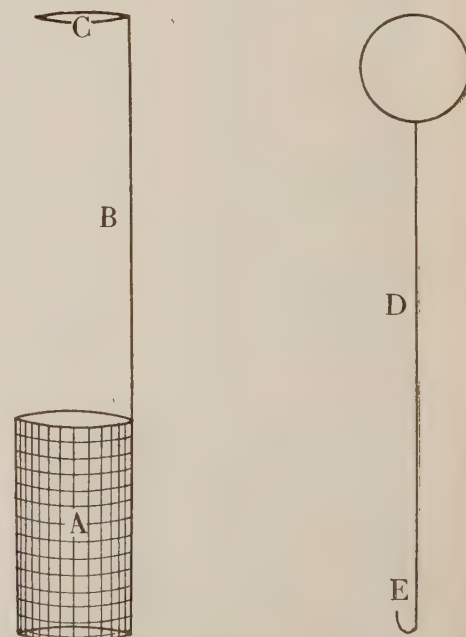
No charring of grain was noticed at any temperature below 200° C. when our appliance was used.

From the data which we have available it appears that when using our appliance a flat deduction of 0.2% from the moisture reading is applicable for each five degrees rise above the official temperature should this happen when making a test.

CONCLUSIONS.

1. The Brown-Duvel moisture tester produces unreliable results because of local superheating of the oil and grain.
2. Appliance to prevent superheating is described.
3. Dependable check results were obtained with this appliance.
4. Specifications were given for type and length of thermometer bulbs.
5. Need of more careful calibration of graduated cylinders was indicated.

THE LARGEST sheep barn in the United States has recently been placed in operation at Montgomery, Ill., by the C. B. & Q. Railroad. It is used for holding sheep in transit from the west to market at Chicago, and in connection with the barn a 100,000-bu. reinforced concrete grain elevator is operated.



A, Wire Cage for Moisture Testing Thermometer. D, E, Wire Hook for Adjusting Cage.

An Ohio Concrete Elevator.

The reinforced concrete elevator shown in the photograph reproduced herewith is a 21,000-bu. house located at Grove City, Ohio, near Columbus. The plant is owned by the Grove City Farmers Exchange, for which K. Threlkeld is manager.

The elevator building is formed by four cylindrical concrete tanks connected by straight concrete walls to form an interstice space which is utilized for the leg wells, working room, manlift shaft and a single bin. The house is thus made to provide the 4 main tank bins and 1 interstice bin.

Concrete curtain walls form the leanto driveway, which has a concrete slab roof, a wood floor, and swinging wood doors. Two dump sinks are provided and wagons or trucks are dumped by means of an overhead lift that may be operated by hand or by power derived from an electric motor.

The spacious and well lighted basement extends beneath the whole of the main structure and in it are located the boots, sheller and chain drag, and the motor which operates the sheller and drag. A system of columns and girders forms the support for the bin walls where they are cut off to gain open way in the basement. Bin bottoms are hoppers, and there is a flat auxiliary bottom below the hopper of each bin, giving a flat ceiling to the basement. A discharge opening is located centrally in each bin and from these openings grain is conducted to the boots thru steel spouts. The gates for the discharge openings are operated by means of levers which extend toward the floor a sufficient distance to place them within easy reach of a man standing on the floor. The elevator man in charge of the plant is of the opinion his work would be rendered more efficient if these gates could be controlled from the work room floor, and undoubtedly a better location of the controls would be helpful in case of a chokeup and would at all times save the time and effort required to go up and down stairs to open and close the slides.

The elevator is equipped with two legs, both having steel casings, and both operated by electric motors. One, located at the driveway side, is for small grains and shelled corn, while the other, at the track side, removes the material from the sheller. The sheller leg can also be used for small grain when that is desired, and the interstice bin spouts to it.



21,000-bu. Reinforced Concrete Elevator of Grove City Farmers Exchange, Grove City, O.

Ear corn or other grain is carried from the dump to the sheller leg by a chain drag. This operates in a wood box supported by wood legs that rest on the basement floor. The motor which drives the sheller and drag rests on the basement floor, and it is not protected from the dust by a housing. Altho it is an alternating current induction motor and does not spark the dust which falls upon it may shorten its life, a defect that could be avoided by the erection of an approved motor enclosure. The chain drag box, of wood, is rather unsightly. A steel box would present a better appearance and give added safety from fire; while if the supports had been made integral with the bin supporting columns an increase in the area of clear floor space would result.

A grain cleaner, operated by an electric motor, is installed on the cleaner floor, above the tanks. Material is spouted to it from the head and clean grain drops thru a steel spout into any of the bins. Cobs pass thru a spout to the outside of the building and drop to the ground. Originally the dust spout from the cleaner discharged into the air at the side of the elevator opposite the cob discharge and quite a distance from the ground level, but later the manager installed a galvanized iron down spout to convey this refuse to a point nearer the earth before discharging it. Tailings from the cleaner are conveyed thru a galvanized spout, also installed after the elevator was completed, to the work room floor for sacking.

The automatic scale was not provided with a satisfactory hopper into which to discharge when first installed and it did not operate properly until this defect was corrected, the original hopper being too small and impeding the scale. This has since been remedied.

The track serving the elevator is located so far from the structure that it has been found difficult to load cars satisfactorily, and plans are now under way to move the tracks nearer the elevator. This will necessitate cutting off one corner of a frame warehouse near the plant, but the railway officials have promised to move the track if the warehouse is altered to give sufficient clearance and this work no doubt will be done in the near future. The elevator man also hopes to obtain a flexible spout with the joints attached to each other by chains to replace the one now in use which has its joints bolted together at two points and gives flexibility only in two of the four directions desired.

All motors are controlled by switches and starting compensators located in the work room where they are readily accessible; and the electric wiring thruout the plant is in rigid iron conduit.

Managers Club of Illinois Meets.

A called meeting of the Managers Grain Club of Illinois was held at Peoria, Nov. 15. This organization is composed of managers of farmers' elevators in the state. Fred Stout, of Askum, is pres., and Walter Pegram, of Kankakee, sec'y.

An address explaining the work of the Farmers' Elevator Co-operative Supply Co. was delivered by Paul Thielen, the manager. This dwelt at length with the relation of the manager of each elevator to the Supply Company, as well as the attitude of manufacturers of various supplies handled by the company.

At the afternoon session, E. G. McCollum, sec'y of the Indiana Farmers Grain Dealers Ass'n, spoke on "The Needs of Farmers' Elevators." The needs stressed by Mr. McCollum are those of a broad financial policy and the rendering of real service to the community; while harmony between the persons interested in a farmers' elevator was considered as an additional necessity.

The meeting adopted a resolution recommending the appointment of a representative of farmers' organizations to work as a field man in assisting farmers' elevators to better their service.

Argument on Capper-Tincher Act.

The Supreme Court of the United States heard argument Dec. 5 by Attorney Henry S. Robbins in favor of an early hearing on the constitutionality of the Future Trading Act and for the preservation of the *status quo* of the members of the Chicago Board of Trade until the court shall decide whether the law is enforceable.

Mr. Robbins said:

Appellants can not test the constitutionality of this Future Trading Act by paying the tax under protest and then suing to recover; for, unless restrained, the Board of Trade, under the compulsion of this Future Trading Act, will accept designation as a "contract market," and as soon as it does so, the contracts for future delivery of these appellants will be exempt from the tax imposed by the Act. They could not then pay, because the Collector of Internal Revenue would not accept from them any tax; nor could they claim to have paid under protest, if they paid a tax not exacted from them.

Again, the purpose of Section 3224 is to prevent the withholding of the tax when due and the consequent embarrassment to the Government from a delayed revenue. But the Government will never get one dollar from this 20 cents per bushel tax imposed upon future trading. With wheat now selling in the market at \$1.00 a bushel and corn at 46c a bushel and oats at 31c a bushel (Rec., —), no person can afford to make, and pay the tax upon, a single contract for future delivery of grain. The tax is, and is intended to be, a prohibitive one, and will never produce one dollar of revenue; hence the reason for Section 3224 here fails. The other statutory remedy is not available to these appellants, and they have no remedy except by bill and injunction.

The purpose of Section 3224 would not be defeated by enjoining these officials from collecting any tax or penalty under this Act from the members of this Board of Trade until the constitutionality of this Act shall be determined.

Indeed, no order should be entered restraining the Board of Trade from becoming a "contract market," unless the court shall also restrain these officials, and their successors, from collecting from any member of this Board of Trade any tax or penalty, or proceeding criminally against any such member for any act or omission, which shall accrue or be incurred during the pendency of this appeal in this court and at least twenty days thereafter, this twenty days being necessary to afford time to this exchange to qualify as a contract market, should the decision of this court uphold the statute.

For if without this clause the Board of Trade shall be enjoined from becoming a "contract market," every member of the Board making a contract for future delivery while this case is pending in this court would be confronted with the alternative of either becoming contingently liable to pay these prohibitive taxes, or of not making any contracts for future delivery at all, during the pendency of this appeal—and the latter would be the only safe course for all members of this exchange to adopt—with the result that all future trading on this exchange—the largest grain market in the world—would be temporarily abandoned, and the grain trade of the country would be thrown into great confusion, followed doubtless by many business failures.

That the public will not suffer by this short suspension of the Act, as respects this one exchange, is evidenced from the fact that this exchange and its future trading have been existent for more than seventy years without the necessity of any congressional regulation, and Congress, itself, postponed the operation of the present Act for four months after its passage.

Monday, Dec. 12, was set for the announcement by the Supreme Court of its ruling on the suspension of the Act.

Sec'y of Agriculture Wallace in a statement issued Dec. 9 said "If the order is modified as asked, there will be nothing to prevent the Chicago Board of Trade from being recognized as a 'contract market.'"

AN IMPORT duty, not to exceed 15% ad valorem, has been placed on Australian wheat by the South African Government.

GROWERS of wheat in Argentina are apparently determined to let their grain rot rather than give way another point. To get rid of Argentine reserves before the end of January, 1922, shipments would have to be made at the rate of a million tons a month, but actual shipments are about one-fifth this quantity.

Seeds

JEFFERSON, IA.—A Randolph Drier has been installed in the plant of the Jefferson Seed Co.

A PURE SEED law for Kansas is being advocated by J. C. Mohler, sec'y of the State Board of Agriculture.

HAGERSVILLE, ONT.—The Plant of the Canada Seed Co., together with about 4,000 bags of seeds, was destroyed by fire recently.

BERGER, IND.—The Berger Seed Co. has been organized by J. G. Berger, formerly associated with the Ohio Valley Seed Co. at Evansville.

MECHANICSBURG, O.—It was decided at a meeting of creditors of the Wing Seed Co. to continue the business under the same management.

SPOKANE, WASH.—The capital stock of the Spokane Seed Co. has been increased to \$200,000. Of this, \$150,000 is common and \$50,000 preferred.

THE ORGANIZATION of sweet clover seed growers of Minnesota may be extended to take in growers of red clover seed, seed wheat, and other seeds.

EATON RAPIDS, MICH.—The new building of the Adams-Burt Seed Co. has been placed in operation. This replaced the plant burned last summer.

A SMALL quantity of alfalfa seed was harvested this year near Garrett's Run, Pa. This is unusual, as alfalfa seed seldom matures in that section.

FLAXSEED acreage in Argentina, sown for the 1921-22 crop, is 3,892,000 acres, 111.7% of the 1920-21 area, according to a report issued by the International Institute of Agriculture, Rome.

NEWARK, N. J.—The Bonnie Best Seed Co. has been incorporated with capital stock of \$15,000. E. D. Obertriffter, formerly with the Lake Shore Seed Co., is pres. and general manager.

GROWERS had sold about 55% of the commercial surplus of the 1921 crop of red clover seed to Nov. 26. About 70% of the surplus of alsike seed had been sold on the same date, the remainder being held for higher prices.—Buro of Markets and Crop Estimates.

LANSING, MICH.—Clover seed shows an average yield, estimated production being 114,000 bus., compared with 120,000 bus. last year. In some localities the crop did not fill well and some of the acreage was cut for hay instead of seed. Production of beans is estimated at 2,667,000 bus. Of the acreage 90% was white varieties, 9% red kidneys, the remainder soyas, limas and others. The season was unfavorable for field peas and production was only 60% of normal.—Michigan Crop Reporting Service.

Imports and Exports of Seeds.

October imports and exports of seeds, and for the ten months ending with October, were reported by the Buro of Foreign and Domestic Commerce as follows:

	IMPORTS.		10 mos. ending Oct.	
	1921	1920	1921	1920
Beans, bus.	15,736	53,308	226,143	1,985,665
Castor beans, bus.	109,449	84,595	604,819	1,152,480
Flaxseed, bus.	648,038	2,202,447	9,250,922	21,504,379
Red clover, lbs.	364,319	.....	16,004,712	12,680,161
Other clovers, lbs.	1,102,391	391,328	19,572,292	12,140,675
Other grass seeds, lbs.	3,010,737	515,911	14,589,960	19,580,643
Peas, bus.	61,727	53,976	364,901	1,776,507
Sugar beet seeds, lbs.	353,834	2,534,634	6,739,833	17,996,530
EXPORTS.				
Beans, bus.	101,961	67,507	1,181,700	1,571,056
Flaxseed, bus.	27	19	289	15,196
Clover seed, lbs.	572,820	298,344	4,536,610	3,238,150
Timothy, lbs.	2,025,358	522,823	15,191,075	10,068,685
Other grass seeds, lbs.	550,940	263,510	4,238,221	2,894,315
Peas, bus.	10,425	21,615	103,238	256,243

ALFALFA SEED in South Dakota gave an average yield of 2 bus. per acre. The quality is good. Only a small part of the crop has been sold by growers.

LUBBOCK, TEX.—A hearing was held here Dec. 3 by the State Warehouse and Marketing Buro to consider establishing standards for grading ear corn, kafir, maize and fererita heads.

A QUARANTINE against importation to Oklahoma of cotton seed from Texas and Louisiana for planting purposes was placed by the Oklahoma State Board of Agriculture recently. It is to be temporary, and resulted from the finding of pink boll weevils in Ellis County, Texas.

SIX THOUSAND acres of sugar beet land, in the vicinity of Rocky Ford, Colo., has produced a crop of mangels, altho the growers thought they planted sugar beet seed. This is an expensive outcome of one attempt to substitute inefficient methods for the services of experienced seedsmen.

DAMAGES of \$4,000 were awarded Chatterton & Sons, of Mt. Pleasant, Mich., in a suit against the Mark P. Miller Milling Co., of Moscow, Ida., by a jury in federal court in Moscow Nov. 18. The suit involved a controversy over a contract for a car of beans, it being alleged that the shipment made did not comply with the contract as to quality.

A MACHINE employing the air turbine principle has been developed in France for sorting seeds. It removes light, chaffy seeds from the heavier and more mature seeds, and in a test on wheat it increased the weight of the seed one-half to one per cent in the weight per unit of volume above that obtained by an ordinary sorter. It may be attached to and used with sorting mechanisms of other types.

W. H. CROZIER of Nashville, Tenn., is charged by the Sec'y of the U. S. Dept. of Agriculture with having shipped on a contract for No. 2 or 3, a carload of oats that the inspector graded No. 4 white.

From the Seed Trade.

PHOENIX, ARIZONA.—Field seed business has been the dulllest this fall that we have had for many years. Our farmers are practically all broke. They seem to be very much discouraged and disheartened. We buy No. 2 white corn in Kansas City for 50c per cwt. and the railroads charge us 97½c to haul it here. We believe there will be a large decrease in acreage of grain planted in this section this year.—Phoenix Seed & Feed Co.

TOLEDO, O.—Clover seed has the holiday character. Majority of the trade likely to look on balance of year. With the turn of the new year perhaps trade generally will improve. The South should begin to anticipate their wants and an early movement that may set in. General trend of the market lately shows more or less strength indicating very little spot stuff pressing for sale. In fact, the strength here in December shows the shorts more apprehensive than longs. Considerable switching has been done even with March. Surely can't be construed as a bearish factor.—J. F. Zahm & Co.

MINNEAPOLIS, MINN.—During former years of large flaxseed crops, say 25 to 30 million bushels, it was almost the rule that after navigation closed and little or no demand from eastern crushers for seed, that the continued offerings of the large unmarketed crop caused lower prices. December was thought by many to be the month in which to buy oil. Conditions have changed. The U. S. Government estimates this year's flax crop as some over 9 million bushels. Grain men generally think but little over 6 million bushels will be marketed, and some think as much as 70% of the crop has been marketed. The month of December shows considerable strength and advanced values.—Archer-Daniels Linseed Co.

TOLEDO, O.—Many longs and shorts in clover have traded over to February and March. There is still some shortage in December. Toledo has a fair stock of clover, but only 4819 bags of prime have been made up to last Monday. This compares 8459 bags last year. A large percentage of the arrivals contain too much brown seed and buckhorn to make prime.—Southworth & Co.

GRAND JUNCTION, COLO.—Sweet clover has turned out a very heavy crop, and with poor demand seed is not moving very rapidly. In fact, very little has left the farmers' hands to date. On alfalfa the crop in this particular section is only about one-half of normal and this applies to all Colorado south of us. However, in Utah we have a very good yield and the quality in both Colorado and Utah is about normal. Due to present financial conditions few seed houses have placed their orders for spring requirements on alfalfa seed and we look for an extremely heavy demand shortly after the first of the year, with higher prices prevailing. We have had an exceptionally good growing season in our Valley this year with all crops turning out a good yield with the exception of alfalfa seed.—Grand Junction Seed Co.

New Rules for Rail Shop Workers.

The Railroad Labor Board announced a decision Nov. 30 on new rules and working conditions governing railroad shop men. The new decision, which became effective Dec. 1, was almost as drastic as a wage cut, and it has the effect of substituting new rules for the old national agreement that became effective during the period of federal control.

The principle of the open shop is established, at least in theory, and the new rules will result in a considerable saving to the carriers.

In announcing the decision, Ben W. Hooper, chairman of the Board, stated that this decision will leave the Board free to take up consideration of further wage reductions or increases as soon as they are brought before it. The railroads already have asked for a reduction of wages of shop men to a level with those paid for similar work in other industries in the various localities, and the shop men have asked for a 5% increase "to raise the standard to that received by men performing similar work in other industries."

On Dec. 9 the roads north of the Ohio river and east of the Mississippi formulated a proposed schedule of wages reducing the pay of men in the train service, shop and maintenance of way dep'ts from 10% to 30%. These cuts, which it is proposed to make effective about Christmas time, must be submitted to the Labor Board for rejection or approval.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during November, compared with November, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
FLAXSEED.				
Chicago, bus.....	57,000	35,000	.....	10,000
Duluth, bus.....	866,483	589,176	760,538	960,150
Ft. William, bus.....	609,048	906,074	697,650	557,144
New York, bus.....	565,481	274,437	.....	.....
Milwaukee, bus.....	19,320	53,808	9,221	418
Minneapolis, bus.....	381,790	807,580	224,550	59,290
CLOVER.				
Chicago, lbs.....	2,040,000	747,000	691,000	391,000
Milwaukee, lbs.....	328,507	124,024	1,179,808	401,281
New York, bags.....	4,620	2,319	3,647	7,389
Toledo, bags.....	5,766	7,907	1,421	1,950
TIMOTHY.				
Chicago, lbs.....	3,198,000	4,009,000	2,340,000	1,503,000
Milwaukee, lbs.....	918,241	60,000	283,413	163,043
New York, bags.....	.....	.....	2,153	.....
Toledo, bags.....	4,150	4,199	364	524
OTHER GRASS SEEDS				
Chicago, lbs.....	2,719,000	1,477,000	770,000	846,000
KAFIR AND MULO.				
Kansas City, bus.....	262,900	112,200	168,000	81,000
Galveston, bus.....	.....	28,401	.....	.....
Los Angeles, cars.....	79	148	.....	.....
St. Joseph, bus.....	3,000	.....	.....	.....
Wichita, bus.....	.....	6,000	.....	6,000
OTHER SEEDS.				
San Francisco, beans, sacks.....	67,565	91,306	.....	.....
Toledo, alsike, sacks.....	1,050	308	80	120

New Indiana Seed Regulations.

A new law to regulate the sale of agricultural seeds in Indiana was enacted at the last session of the legislature. It provides that the state chemist shall be appointed seed commissioner, and that the law shall become operative when regulations shall have been promulgated by the commissioner.

E. G. Proulx, state chemist and seed commissioner, has announced regulations under the act, and these will become effective Jan. 1, 1922. Thereafter, no seed may be sold within the state unless the seller shall have complied with the law and the regulations. The penalty for violation is a fine of not less than \$10 and not more than \$100.

The act defines agricultural seed as including timothy, blue grass, red top, orchard grass, brome grass, fescues, sorghum, sudan grass, millets, red clover, alsike clover, white clover, alfalfa, sweet clover, Canada field peas, cannerly peas, cowpeas, soybeans, vetches, oats, wheat, rye, barley, buckwheat, corn of all kinds, tomatoes, onions, cabbage, beans, melons, sugar beets, mangels, carrots, tobacco, and other cereals, grasses, legumes or truck crop seeds.

Noxious weed seeds are dealt with at length in the law, which does not prohibit the sale of seeds containing noxious weed seeds, but provides that when present the fact must be stated on the label. Noxious weeds include: Buckhorn, bracted plantain, Canada thistle, chicory, common plantain, corn cockle, curled dock, dodder, horse nettle, mustard, oxeye daisy, prickly lettuce, quack grass, red sorrel, white top, wild carrot, wild garlic or onion, and yellow trefoil. The seed commissioner may designate other weeds as noxious, and in case he does so he is to give 12 months' notice to the seed trade before the addition to the list becomes effective.

Labeling.

When offered for sale in lots of one pound or more seeds must be accompanied by a label giving certain required information. When sales are made from bulk stock the label must be delivered with the seeds at time of purchase, and in the case of bags or other parcels the label must be attached. Labeling regulations promulgated by the seed commissioner provides as follows:

Three styles of colored labels are furnished: Style "A," orange colored, for unmixed alfalfa, clovers or grasses.

Style "B," uncolored manilla, for all agricultural seeds except alfalfa, clovers and grasses.

Style "C," green colored, for any mixtures of alfalfa, clover and grasses.

Style "A" and "B" label must give the following information:

1—The commonly accepted name of the seed and the true variety. If the variety is not known it should be so stated by using the word "unknown." Example—If the variety of a red clover is not known, it should be given as "red clover, variety unknown." If the label reads, "medium red clover" then the seed must be medium red clover and not a mammoth or some other variety of clover.

2—The minimum percentage of pure seed. This means the minimum per cent by weight of all the seed present true to the name under which the seed is sold.

3—The minimum per cent of germination of the pure seed, together with the month and year the seed was tested.

4—The name and maximum number per pound of each of the noxious weed seeds.

5—The state, territory or foreign country in which the seed was grown. If this is not known, the labels should so state by using the word "unknown."

6—The name and address of the vendor of the seed.

Style "C" label must give the following information:

1—That such seed is a mixture.

2—The name and minimum percentage by weight of each kind of agricultural seeds present in such mixture in excess of 5% by weight of the total mixture.

3—The name and maximum number of each kind of the noxious weeds which are present per pound of the mixture.

4—The minimum percent germination of each kind of agricultural seed present in the mixture in excess of 5% by weight of the entire mixture together with the month and year said seed was tested.

5—The name and address of the vendor of the seed mixture.

All styles of labels are issued to cover 25, 50, 75 and 100 pounds.

Style "B" labels are furnished at the proportionate rates of 4 cents for each 100 pound label, 3 cents for each 75 pound label, 2 cents for each 50 pound label and 1 cent for each 25 pound label.

Style "A" and "C" are furnished at proportionate rates of 8 cents for each 100 pound label, 6 cents for each 75 pound label, 4 cents for each 50 pound label and 2 cents for each 25 pound label.

No label is printed for more than 100 pounds. If it is desired to sell in packages of more than 100 pounds sufficient tags to cover the weight of the packages must be attached.

All orders for labels must be accompanied by check, money order or draft, payable to E. G. Proulx, Seed Commissioner, Lafayette, Indiana. Labels will not be furnished on credit and stamps cannot be accepted for payment of labels. Orders for labels should be for 25 or more.

All official labels furnished by the Seed Commissioner are good until used and can be carried over to the succeeding year by the seed dealer.

Seed dealers should note that the correct official labels can be attached to the seed by the wholesale seed dealers both from within and without the State and where this is done it is not necessary for the retail dealer to relabel. If the wholesale seed dealer does not properly label with official Indiana labels then the retail dealer must furnish them.

Free Seed Tests.

Section 11 of the seed law provides that any citizen of the state may, in accordance with the regulations prescribed by seed commissioner and by prepaying the transportation charges, send samples of seed to the commissioner for testing. Under present conditions the lack of sufficient analysts and facilities makes it necessary to limit the number of tests for any firm or person to 3 samples during any one month.

Sampling: To secure a fair average sample of a lot or bulk, take small quantities from all the bags under consideration or from different parts of any particular bulk. Mix thoroughly and take out the sample to be sent. If in sacks, draw small amounts from the top, middle and bottom. In the case of seed grain, in large bins or bulk use a grain sampler so as to take from various parts of the bin, from top, bottom, etc.

Amount of seed to be sent: The size of the sample to be sent for purity or germination test should not be less than: 1 to 2 ounces of any grass seed or of white and alsike clovers or of the smaller vegetable seeds; 2 to 4 ounces of red clover, alfalfa and other of the larger grasses, forage and garden seeds; one-half pound of wheat, oats or any other larger cereal grains or vegetable seeds including corn, peas, beans, etc.

Samples should be sent to the Seed Commissioner, Purdue University Agricultural Experiment Station, Lafayette, Ind. The name of the sender must be placed on each package, and if more than one sample is sent each must be numbered. Additional information required is a statement whether the seed was home grown or purchased, and in the latter case the name of the person or firm from whom it was purchased must be given. The sender should also state whether he desires the purity or germination test, or both.

Cannot be used for advertising purposes: The reports made on samples sent in for free testing are for private use only and are in no way the guarantee of the lot from which the sample was taken; nor can they at any time be used by any person or firm for advertising purposes. The reports are presumably accurate only for the sample which has been submitted and obviously cannot guarantee that the sample is representative of the whole lot from which the seed was taken. The laboratory will refuse to make tests for persons or corporations who knowingly violate this regulation.

Samples collected by inspectors of the Seed Commissioner will be tested in the order in which they are received at the laboratory. Upon the completion of the test a report will be sent to the person or firm guaranteeing the seed and to the agent, dealer or consumer from whom the sample was obtained.

In the case of samples which do not conform to the statements on the label, the person guaranteeing the seed will be given sufficient time in which to request a review of the work and a portion of the inspection sample before agent's or consumer's copy of the report is forwarded.

THE NETHERLANDS crop production this year will be the heaviest in several years, in spite of the drouth and many other unfavorable factors. Wheat production this year was 8,686,000 bus.; oats, 21,288,000 bus.; rye, 16,645,000 bus., and barley, 3,651,000 bus., compared with wheat, 6,515,000 bus.; oats, 9,648,000 bus.; rye, 3,314,000 bus., and barley, 3,041,000 bus. in 1920.

Maintaining Seal Records at Terminal Markets.

BY OWEN L. COON.

Maintaining of proper seal records by terminal markets is the matter of the greatest importance in the handling of claims for loss in transit to grain. Certain terminal markets maintain complete seal records, showing the seals of the car on arrival at destination, the seal that is broken by the grain sampler when he enters the car, and the seals on the car when it arrives at the unloading elevator.

Some markets, while maintaining this seal record which is so essential in the handling of grain claims, do not put it on their car reports and send it back automatically to the shippers in the country. When seal record is not given, it is necessary to write to the weighing department at destination to get such a seal record. As the average country shipper does not believe that such a record is maintained when it is not sent back to him, he does not write for it, and in many cases fails in the collection of his grain claims because he cannot show a defective seal record, when probably one exists.

In this regard, it is very pleasing to note that effective Dec. 1st, the New Orleans Board of Trade established a record of seals on all cars arriving at elevators at that port.

In view of the large amount of grain handled at Memphis, Tenn., and Kansas City, Mo., it seems that these markets together with the others, that do not send back such information to the shipper, might follow such a practice, thereby placing in the hands of anyone who handles claims for the shipper, automatically evidence in reference to seal records that is so important in the proper handling of grain claims.

CORN is the most important cereal crop produced in Brazil. About 7,566,000 acres are devoted to this grain.

Dust Explosion Responsible at Montreal.

The theory that the damage to Montreal Harbor Commissioners' Elevator No. 1 which occurred recently was caused by dust explosion and fire has been accepted by R. Latulippe, fire commissioner.

An investigation was conducted, at which F. W. Cowie, chief engineer of the Harbor Commission explained that he does not know what caused the explosion; and he could suggest none other than grain dust. He could not state how the dust was ignited, but gave it as his opinion that an electric wire did not cause the trouble. He said also that he considers the fire was prevented by spreading by the type of construction and the fire fighting equipment.

Students of dust explosions were brought from points in the United States to devise means to provide adequate protection against such explosions in the future.

An illustrated account of the explosion and fire, which occurred Oct. 27, was published in the Journal for Nov. 10 on pages 640, 641 and 642 together with photographs of the damaged elevator.

Increase in Federal Licensed Storage.

On Nov. 28 there were 292 grain elevators and warehouses licensed under the Federal Warehouse Act. These houses had total storage capacity of 13,925,720 bus. This represented an increase of 18 houses and 960,000 bus. capacity over the figures for Oct. 1. One grain warehouseman operating a line of warehouses in Oregon, Washington, and Idaho had 118 licensed, and another operating in Washington and Idaho had 68 licensed, while several other grain men who conduct a great many elevators have placed from 8 to 10 under the federal system.

Regulation of Rentals of Railroad Right of Way

From time immemorial it has always been understood that the right of way of a railroad company was virtually the private property of the railroad corporation over which it had sole authority to lease or not to lease for private purposes. In effect, the railroad company stood in much the same position with regard to the general public that did the individual owner of land.

INDIANA.

Accepting this view the railroad commissions of the various states as well as the Interstate Commerce Commission have held that they had no jurisdiction, as stated by the Indiana Public Service Commission in a letter from Chairman J. W. McCardle, Dec. 3:

As to the railroad company having authority to increase the rental charge, this is a matter which has been discussed for the past two or three years by our Commission and the various railroad officials, but we have not yet been able to make any satisfactory arrangement on the matter and we are without authority to take any action. Therefore, I regret very much that this matter of rentals is entirely within the jurisdiction of the railroad companies and we have no authority whatsoever.

OHIO.

The Public Utilities Commission of Ohio takes much the same view in the following letter from Chairman Geo. T. Poor, Dec. 1:

This rental proposition does not come within the jurisdiction of our Commission, and hence, there is no necessity for an application to this Commission.

I have information, however, that the railroads have recently, in some instances, charged a higher rental than has been in effect in the past, but I have no information that they contemplate a further increase.

TEXAS.

The Railroad Commission of Texas also holds it has no jurisdiction and quotes an opinion by the Attorney-General, Dec. 2:

The Commission begs to quote below the caption of an opinion delivered to this Commission by the Attorney General of Texas, with reference to the leasing of railroad right-of-way: "A railway company cannot appropriate or authorize the appropriation of its right-of-way acquired by condemnation for warehouse or other private purposes; if the company owns the fee in the land it could do this provided it extended like privileges to all applying under the same conditions; the Railroad Commission has no jurisdiction over the matter."

KANSAS.

That the leasing of sites on railroad right of way is a matter of private contract is plainly stated by P. A. Conway, traffic counsel of the Kansas Public Utilities Commission, in his letter, of Dec. 1, following:

The leasing of sites on railroad right-of-way is a matter of private contract, and it is unnecessary for the railroads to file schedules of charges for such sites. This Commission has no jurisdiction over that matter and, therefore, has never issued any opinion or order.

It has come to our attention that rentals for leasing railroad sites have been materially increased in the past year, and my understanding is that this is due to the fact that the Interstate Commerce Commission has held that nominal rentals in the past, which were not really compensatory to the railroads, have been considered a form of rebating.

NEBRASKA.

The actual status of the law on rentals is perhaps best explained in the following letter from the Nebraska State Railway Commission, Dec. 3, by Chairman H. G. Taylor:

The carriers in Nebraska have made substantial increases in past years in response to the recommendation of the Interstate Commerce Commission that they should secure a rental equal to a reasonable return on the value of the land occupied.

This matter has been before our Commission in several informal complaints and finally a formal complaint was filed and a hearing had. Decision on this case has not been reached. Our jurisdiction over the question is exceedingly doubtful in view of court decisions. As you perhaps are aware, the courts have held

that the right-of-way of railroads is private property, to be used by them without interference by regulatory authority. There may be a distinction between sites given for elevator purposes and for other industries, such as coal yards, building material yards, etc. If it should be determined that an elevator is a facility of transportation it is possible that the use of the right-of-way upon which to locate it would fall properly within the regulatory power. It is an important question, however, and we trust at no distant date the matter can be carried again to the Supreme Court of the United States for a new expression of opinion.

OKLAHOMA.

Jurisdiction in cases of discrimination is accepted by the Corporation Commission of Oklahoma, Campbell Russell, chairman, writing:

The Commission does not have jurisdiction over the amount of money the various railroads charge for rental for the use of their right of way for industrial purposes, except where such charges would disclose there was a discrimination, and there has been no complaint of this character before the Commission. However, the usual practice of the railroad companies covering rental charges at this time is based on the I. C. C. valuation of right-of-way, of which 6% is applied to the value of land assigned to industry.

This is the usual procedure now in vogue in Oklahoma.

MICHIGAN.

The foregoing opinions cast grave doubt on the powers of the state to force a dual use of real estate originally acquired by a railroad public service corporation by private purchase or by condemnation under the right of eminent domain. It is more than doubtful whether the state can require a railroad company to grant the use of its right of way for a private industry, and the law of Michigan enacted at the last session of the legislature and now in force side-steps that issue and simply confers jurisdiction on the Public Utilities Commission to fix rentals for the continuance of an occupancy already established. The Michigan law provides as follows:

Section 1. The charge of any common carrier for lease-hold rights to operate elevators, warehouses, ice houses, buying stations, flour mills, coal sheds or other buildings used for receiving, storing or manufacturing any article of commerce to be transported or which has been transported over the rails of common carriers, shall be just, reasonable and non-discriminatory.

Section 2. Whenever any common carrier and any person, firm or corporation engaged in the business of operating an elevator, warehouse, ice house, buying station, flour mill, coal shed or other building used for receiving, storing or manufacturing any article of commerce to be transported or which has been transported over the rails of common carriers, cannot agree upon the terms, and conditions whereby the person may continue in the operation of the business aforesaid, either party may apply by complaint in writing to the Michigan Public Utilities Commission for a decision as to the proper terms and conditions for the continuance of the business above mentioned, operated by the person. Said complaint in writing shall set up all of the relevant facts concerning the operation of said business.

Section 3. The Michigan Public Utilities Commission upon the receipt of such a complaint in writing shall give the opposite party a notice similar to that prescribed in section twenty-two, act number three hundred of the Public Acts of nineteen hundred nine, as amended, and shall give the opposite party a copy of the complaint, and shall proceed to an investigation of the matters set forth in said complaint, and in any answer thereto which may be filed by the opposite party. Said complaints shall be heard and hearings shall be conducted in the same manner as is now provided by law for complaints and hearings before the Michigan Public Utilities Commission, and the said commission is hereby given authority to determine and fix by its order the terms and conditions for the continuance of the business of the person operating an elevator, warehouse, ice house, buying station, flour mill, coal shed or other building used for receiving, storing or manufacturing any article of commerce to be transported or which has been transported over the rails of common carriers.

Section 4. Either party may apply for a rehearing on the order of the commission at any time after one year from the date of said order. Either party conceiving himself aggrieved by any order of the Michigan Public Utilities Commission made in such case may remove the matter to the Ingham circuit court in the same manner as is now provided in section twenty-six of act number three hundred of the Public Acts of nineteen hundred nine, and amendments thereto, and thereupon the same proceedings may be had in the matters provided in this act as are indicated in section twenty-six, heretofore referred to.

Section 5. All common carriers and any director or officer thereof, or any trustee, receiver, lessee, agent or person employed by said common carrier, shall be subject to the penalties prescribed in section thirty-eight and section forty-three of act number three hundred of the Public Acts of nineteen hundred nine, for violations of this act, or orders issued pursuant thereto.

Elevator operators in the Northwestern states are more fortunate in being classed as "public" if they are located on a railroad and do a shipping business. This is true even tho they do not hold themselves out to accept the grain of all comers or to do a public storage business. The state has classed the elevators as public in order to have jurisdiction over them to safeguard the grain growers who may entrust their crops to the operators, and in North Dakota to exercise a semi-socialistic control over their buying margin.

MINNESOTA.

Minnesota, Michigan and Iowa, therefore, seem to be the only states expressly conferring jurisdiction in some degree on the Commissions to regulate rentals. The Minnesota statute, approved Mar. 21, 1921, reads as follows:

Section 1. Railroad right of way may be used for warehouses, etc.—Any person, firm or corporation shall have the right to use as a site for a public elevator, warehouse, coal shed, ice house, buying station, selling station, or use ground space for receiving, storing or distributing any article of commerce, transported or to be transported, a proper portion of the right of way of any railroad within the outside switches at any station or siding upon the payment of reasonable compensation therefor.

Sec. 2. May petition railroad and warehouse commission.—Any such person, firm or corporation desiring to construct, operate or use a public elevator, warehouse, coal shed, ice house, buying station, selling station, or use ground space for receiving, storing or distributing any article of commerce transported or to be transported, or to continue the use and operation of any such buildings, structures, instrumentalities or ground space where the same are already constructed or used, upon such right of way of any railroad, if unable to agree with the person, firm or corporation operating such railroad upon the site for such buildings, structures, instrumentalities and ground space, or the compensation to be paid therefor, may file a verified complaint with the Railroad and Warehouse Commission setting forth the facts and requesting the commission to establish the location of the site for such building, structure, instrumentalities and ground space or the compensation to be paid therefor, or both, as the case may be. Such complaint shall be served upon such railroad company and twenty days, exclusive of the day of such service, shall be allowed for answer. After the time for answering has expired, the commission shall fix the time and place for a hearing and give at least ten days' notice thereof to both parties.

Sec. 3. Hearing—Order.—That the hearing shall be held pursuant to such notice and thereafter the commission, if it finds that the complainant is entitled thereto, may make an order establishing the location of the site for such buildings, structures, instrumentalities and ground space, at a suitable place within the outside switches at any station or siding, and fixing the reasonable annual compensation to be paid therefor. Where such buildings, structures, instrumentalities and ground space are already established or used upon such right of way and the compensation therefor is not fixed by order of the commission or by contract, the commission may fix the reasonable compensation to be paid for the occupation thereof.

IOWA.

The Iowa statute conferring jurisdiction on the Board of Railroad Commissioners of Iowa goes farther than the Michigan or Minnesota laws. Under the Iowa law any private warehouse or factory the output of which requires rail transportation can be located on the right of way if the operator will make application to the Commission.

The Stacyville Grain & Coal Co., of Stacyville, Ia., invoked the law against the Illinois.

[Continued on page 790.]

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Alturas, Cal.—The grain warehouses of the Consolidated Warehouse Co., at this station, Davis Creek and Willow Ranch, will be enlarged and repaired.

CANADA

Winnipeg, Man.—The Heppner Elvtr. Co. has been incorporated for \$200,000.

Gadsby, Alta.—Austin & Co., of Prince George, B. C., are in the grain, hay and feed business here also.—Ray S. Drake.

Preston, Ont.—S. J. Cherry & Son, Ltd., will increase the capacity of its elvtr. and make many improvements in its plant here.

Winnipeg, Man.—The North Western Elvtr. Co. has leased the elvtr. at Transcona. S. Orstad is mgr. and Ernest Sellers is supt.

Toronto, Ont.—Sir Douglas C. Cameron, pres. of the Maple Leaf Milling Co., died Nov. 27, as the result of a relapse after an attack of pneumonia.

Vancouver, B. C.—The establishment of a grain exchange is being promoted by the Board of Trade, Robert McKee, gen. mgr. of the Vancouver Milling Co., being active in the contemplated organization.

Winnipeg, Man.—The Manitoba Court of Appeals, has granted the Grain Exchange permission to appeal to the Supreme Court of Canada in reference to the decision recently given against the exchange in regard to restraining the Royal Commission from further investigation.

Regina, Sask.—The annual meeting of the Saskatchewan Co-op. Elvtr. Co. was held here recently. During the year 15 new companies were formed making a total of 339 in all. The new companies are located at Naicama, Spalding, Cleaves, Lake Lenore, Hodgesville, Cavalier, De Maine, Kronai, Mendwam, Calder, Wroxton, Mawer, Ridgedale, Curtis and Beachey. New elvtrs. will be built at 12 of the above stations, the exceptions being Curtis and Beechey. An elvtr. was purchased at Mawer. Four elvtrs. burned during the year but the losses were covered by insurance and all the elvtrs. rebuilt. They were at Viceroy, Raymond, Rosthern and Herbert.

Toronto, Ont.—Hedley Shaw, vice-pres. and managing director of the Maple Leaf Milling Co. also pres. of the Hedley Shaw Milling Co., is dead. Mr. Shaw was in poor health for a long time, but recently returned from the west feeling much better. He suffered a relapse however and died Nov. 29, at the age of 55. He started in the grain and milling business in 1884 and was widely known among grain dealers of the dominion. In 1896 he acquired mills at Oakville and formed the Hedley Shaw Milling Company, Ltd., of which he became president. He later built mills at St. Catharines and Thorold. In 1907 he purchased the site at Port Colborne on which is located the Port Colborne mill of the Maple Leaf Milling Co. In 1908 he amalgamated his company with the Maple Leaf Flour Mills at Kenora, and in 1910 the Maple Leaf Milling Co. was formed. He is survived by his wife, one son and one daughter.

FT. WILLIAM LETTER.

Fort William, Ont.—Davidson & Smith have applied for a charter under the laws of this province.

Ft. William, Ont.—The Western Terminal Elvtr. Co., Ltd., has been granted its request for a new spur track from the C. P. R. R. to the elvtr.

Ft. William, Ont.—The contract for the 2,000-bu. elvtr. of the North Western Elvtr. Co. has been let to the Barnett & McQueen Co., Ltd. The new elvtr. will not be used as a storage house for the old one but will be equipped with over \$180,000 worth of machinery for the work house and cleaning.

During the war the Parrish & Heimbecker Co.'s elvtr. was destroyed by fire, which loss the company felt very keenly as it has a line of country elvtrs. in Western Canada. Several months ago it was decided that the costs of construction were about as low as they would be for some time. Therefore, the company decided to invite several elvtr. contractors to submit competitive designs and estimates on a mixing house and storage. The contract was awarded to the Canadian-Stewart Company, Ltd., as the owners preferred its design. After the fire the Parrish & Heimbecker Co. purchased a water front site at Port Arthur on which to build the new elvtr. The plant involves the construction of 1,000 linear feet of reinforced concrete dock and the dredging of the slip so that lake vessels can load direct from the elvtr.; a working house having capacity of 108,000 bus., drier house, a boiler house, a million bushels of concrete storage, a track shed, and a dust sacking house. The elvtr. is designed as a mixing and cleaning house, and therefore has to be extremely fast and flexible in operation, and is so designed that every bin in the entire plant can be spouted to one or two legs simultaneously, thus providing 100% flexibility for mixing purposes. Each of the three 15,000-bu. legs in the working house will have its own 2,000-bu. scale and garner and universal spout. The cleaning machines are located midway up in the working house bins. Four warehouse separators are located on the cleaner floor, each machine having four carload bins above and below. In the cupola will be the Carter-Mayhew wheat and oat separators and the screenings separator. Large capacity garners will be provided above and below these machines. A 500-bu. per hour drier adjacent to the working house will have garners above and below. Two 36" storage belt conveyors with trippers will convey grain to the storage tanks and two 36" shipping belts below the storage tanks will remove it. Dock spouts on the working house and storage will load grain into vessels; each dock spout having a suitable shipping bin. The entire plant will be built of reinforced concrete. The track shed will be arranged so as to unload 4 cars at a time. The third track being used for shipping purposes. Two car spouts are provided. The storage bin bottoms will be of new improved all-steel Stewart type.

COLORADO

Craig, Colo.—The mill and elvtr. of the Farmers Milling & Elvtr. Co. burned recently and is a total loss. The mill had just been remodeled and new machinery installed. The loss is placed at \$150,000. The elvtr. contained 20,000 bus. of wheat which was also practically destroyed. Two loaded cars were pulled to safety.

IDAHO

Eden, Ida.—Ground is being broken for the new 50,000-bu. elvtr. of the Farmers Milling Co. It is the plan of the company to finish the excavations and possibly the foundation work this winter and be ready to build early in the spring. D. G. Wilson is pres. and mgr. of the company.

St. Anthony, Ida.—We sold our string of elvtrs. Aug. 1, 1920, but because of the purchasers being unable to meet the payments, we have had to take them back and are now operating same.—Miller Bros. Co. by C. E. Torrey. (The business was sold to Max Houser who is now in bankruptcy.)

Malad, Ida.—Stockholders of the Oneida Farmers Union operating elvtrs. here and at Holbrook and Ridgeland, recently met the appointed a special com'te to take over the active operation of the business. The company has been losing money but it is said that the assets still exceed the liabilities by \$100,000.

Pocatello, Ida.—The Ogden Grain Exchange, of Ogden, Utah, has incorporated under the state laws of Idaho.

ILLINOIS

Cairo, Ill.—The I. C. Elvtr. is not in operation at present.

Clayton, Ill.—We have repaired our elvtr.—F. W. Burgesser & Co.

Dahlgren, Ill.—The Gamble Feed & Seed Co. has succeeded Sturman & Gamble.

Farmersville, Ill.—R. W. Schrader is now mgr. for the Farmers Co-op. Elvtr. Co.

Urbana, Ill.—L. E. Ford, one of the partners in the Urbana Grain & Coal Co., died last week.

Radford, Ill.—The Radford Grain Co. is building a 12,000-bu. corn crib in connection with its elvtr.

Wilburn, Ill.—Ernest Crank has bot the elvtr. and home of Roland Ellis and will take possession Jan. 1.

Cherry, Ill.—The Cherry Elvtr. Co. is still in operation at this point but there is no other elvtr. here.—X.

Carmargo, Ill.—Homer Hall and A. M. Spellman of Metcalfe have bot the elvtr. of the National Elvtr. Co.

Hoopeston, Ill.—J. H. Norris has succeeded J. W. Fogelson as mgr. here for the J. C. Shaffer Grain Co.

Woodland, Ill.—The Farmers Co-op. Elvtr. Co. has installed electricity and done away with its kerosene engine power.

Mt. Pulaski, Ill.—The new 20,000-bu. cribbed elvtr. of Krautz & Maus is completed. P. F. McAllister & Co. had the contract.

Litchfield, Ill.—The office of the Buscher-Carrico Grain Co. was entered by burglars recently but nothing of value was taken.

McDowell (Pontiac, p. o.), Ill.—The Farmers Elvtr. Co. has painted its office and made minor repairs on its elvtr. O. W. Ripsch is mgr.

Bulpitt (Kincaid p. o.), Ill.—The Farmers Grain Co. still operate one elvtr. here. In fact it is the only elvtr. at this station now.—Y. R.

Dewey, Ill.—When we discontinued business last June, P. E. Fletcher of Urbana, formerly owning an elvtr. at Royal, bot our elvtr.—Hazen & Rueter.

Tonica, Ill.—I will make this my headquarters in future and will operate all my other houses from this office. Just bot elvtr. of G. A. Cope here.—C. A. Pfund.

Filson, Ill.—We have succeeded the National Elvtr. Co. Loren Hall is mgr.—Wells Bros. Grain Co. (Mr. Hall was mgr. for the old company for 9 years.)

Tuscola, Ill.—Fred E. Rose, mgr. of the Rose Grain Co., was struck by an automobile recently. Fortunately, aside from a few bruises, he was not badly hurt.

Sullivan, Ill.—Harry F. Todd, for 5 years with Simons, Day & Co., has formed a joint account with the Beach-Wickham Grain Co., and has opened an office here.

Coal City, Ill.—We have added a poultry feed mill to the equipment in the elvtr. we recently bot of John Trotter & Sons.—Coal City Grain & Milling Co., C. C. Bookwalter.

Beason, Ill.—We will operate the plant of the Henkle Grain Co., which we recently bot here, in connection with our own plant.—S. E. Armstrong, mgr. Farmers Grain Co.

New Canton, Ill.—The new elvtr. of the M. D. King Milling Co. replacing the house burned Aug. 12, will be completed Jan. 1. P. F. McAllister & Co. have the contract.

Newman, Ill.—B. H. Heaton and C. E. Douglass have formed a partnership and bot the elvtr. of the National Elvtr. Co. Mr. Douglass was formerly agt. for the old company.

Plano, Ill.—The new concrete elvtr. of the Farmers Co-op. Co. will be completed Dec. 17. It is 24x28x80 ft. and will be operated by electricity. Ballinger & McAllister have the contract.

Normal, Ill.—We operate the only elvtr. here. August Fissel runs a feed store but has never been connected with an elvtr. A few years ago he installed a little elvtr. in the back of his store to handle ear corn by the load for his retail trade.—Humphrey Bros. (It was reported that Fissel was building an elvtr. some time ago.)

Drake, Ill.—Thos. S. Smith is not handling grain and there is no elvtr. here now.—W. R. Hicks. (The elvtr. burned Oct. 31, 1919, and altho reported to be rebuilt, no house has been put up.)

Walton, Ill.—The Walton Co-op. Elvtr. Co. is the new name of the Walton Equity Exchange which will be operated on the co-operative plan in the future. The capital stock is now \$25,000.

Caldwell, Ill.—Our elvtr., burned Dec. 7, was valued at \$16,000, had \$9,800 insurance. We had 2,870 bus. of grain in the elvtr. fully covered by insurance. We do not intend to rebuild very soon.—Craig Bros.

Scarboro, Ill.—We have improved our plant and have installed electric light and power. Have also built a 400-ton coal house and equipped it with conveyor.—W. H. Herrmann, mgr., Scarboro Elvtr. Co.

Bolivia, Ill.—Logan Coleman, of the Illinois National Bank, bot the elvtr. of the Spengler estate for \$1,350. The house was sold to settle the estate. The elvtr. has been operated under lease by the Farmers Grain Co. in connection with its own house.

Petersburg, Ill.—I have been out of the grain business for a long time. Sold to the Heufner Milling Co. No fire here recently.—Wm. S. Wilms. (It was reported that the elvtr. of the Turner-Hudnut Co. burned here, but the fire was at Oakford.)

Holcomb, Ill.—We have bot the elvtr. and property of Holmes Haggaman and intend to improve the elvtr. and grounds both. Will move my headquarters here in the spring. Will take active part in the management at once.—Robt. P. Sheaff, Rochelle.

Oakford, Ill.—R. Potter has confessed that he set fire to the elvtr. of the Turner-Hudnut Co. Nov. 12. He says he merely wanted to see it burn. The fire was discovered before it gained headway and no damage resulted. The fire was previously reported at Petersburg.

Melvin, Ill.—Wm. Muchholz, who was mgr. for the Farmers Grain Co. in 1918, has succeeded Geo. Gabe as mgr. for the same company. Mr. Gabe resigned as he formed a partnership with H. O. Arends who is trustee of the Inskter Elvtr. They will operate as Arends & Co.

Williamsburg, Ill.—The elvtr. here burned last July but I expect to build in the spring. I have not yet decided as to plans but think they will include machinery for loading ear corn.—R. E. Bowers. (Mr. Bowers bot the business and the site of the burned elvtr. of W. H. Whitlock & Sons.)

Mt. Olive, Ill.—We have taken over the mill and elvtr. of the A. J. Keiser estate and will operate both of them. We will ship in car loads and will do a general grain business. The mill has a capacity for 600 bbls. and the elvtr. 35,000 bus. The company is capitalized at \$45,000.—F. C. Hurt, pres., Mt. Olive Milling Co.

Bethany, Ill.—Thomas W. Abrams, veteran grain man formerly located at Tuscola and later at Bethany, Illinois, died at his home here in Decatur, December 5th. Mr. Abrams suffered with sleeping sickness for the past two years and his many friends will regret to learn of his death, as he was very popular among the grain men of this state. He leaves a wife and four children, three sons and one daughter.

Springfield, Ill.—When Hughes Diller gave the Illinois Traction System a right of way he reserved the privilege of running a loading spout under the I. T. S. tracks to load cars on the Chicago & Alton for the Hurlburt Grain Co., at Hurlburt Station, south of Elkhart, Ill. The traction company has served notice that it will remove the spout. Mr. Diller went to the circuit court at Lincoln, Ill., for an injunction to restrain the company from removing the spout as threatened and a hearing was held Dec. 2.

Evans Station (Lincoln p. o.), Ill.—The Township Line Grain Co. has completed remodeling its steel elvtr. The original studded partitions had to be taken out and replaced with 4-inch cribbed walls. Holes were drilled for anchoring the cribbing to the steel by an electrical drill and four 6x6 posts were provided to carry the center of the cupola, the posts being anchored to the cribbing so as to allow for the settlement of the cribbing without affecting the cupola, the ends of which rested on the tanks. P. F. McAllister & Co. had the contract.

Morton, Ill.—When J. S. McDonald sold the elvtr. located on the Vandalia Line at Morton and the one located at Belsley on the Illinois Traction to J. C. Moore some two months ago, he entered into an agreement to run no grain thru the Santa Fe house. He has since sold this house also to Mr. Moore, who will operate it in addition to his other elvtrs.

CHICAGO NOTES.

Memberships in the Board of Trade are quoted at \$6,300 net to buyer.

The rate of interest on advances for the month of December has been fixed at 7% by the directors of the Board of Trade.

The directors of the Board of Trade have approved an amendment to Rule XIV, Sec. 9, making it a violation of the rule to pay profits on open contracts.

Joseph Simons, who was engaged in the grain commission business on his own account before his connection with Simons, Day & Co., has resumed as formerly with offices in the Board of Trade.

Maurice H. Simons, for many years with Thomson & McKinnon, died Nov. 29. He was well known among the traders in the wheat pit with whom he had been in daily association for years. Death was due to heart failure.

Memberships posted on the Board of Trade for transfer are: E. S. Yeisley, Edw. J. Weber, T. P. Gordon, Richard C. Plater, Claude E. Campbell, Edmund W. Syer, H. E. Halliday, Chas. H. Lawrence and Alex. D. Thomson.

New members of the Board of Trade are: Richard H. Upsall, Thos. D. Southworth, Wm. E. Harris, Joe B. Palmer, Alba C. H. Cromer, G. A. Lauzier, Bruno Remicke, Fred C. Hoose, Adam G. Thomson, J. Clark Dean and Nathan Kann.

When Thos. W. Keelin, senior member of T. W. Keelin & Co., was brot before Judge Harry Fisher, with his brother Wilbur and 9 other defendants, for sentence Nov. 26, a plea of leniency for him was made by his attorneys. Judge Fisher said: "Turn over everything you have to your former customers and I will consider the matter." He gave him 3 weeks to think it over. It is said Keelin admitted he had \$200,000 in the bank.

Weighing and sampling fees have been reduced by the directors of the Board of Trade effective Dec. 7. The weighing fee on cars in was reduced from \$1 to 80 cents, cars out from \$1 to 70 cents; on grain from and to vessels, to and from canal boats, from 30 cents to 25 cents; wagon loads, 30 to 25 cents; seed in sacks, from 5 to 4 cents; and arrival car inspection from 30 cents to 25 cents per car. The sampling fees were reduced from 50 to 40 cents per car, and to 25 cents per 1,000 bus. on vessel inspection.

INDIANA

Columbia City, Ind.—I am now mgr. for the Farmers Mill & Elvtr. Co.—Ed. J. Metz.

Knightstown, Ind.—J. Edwin Lewis, of Lansing, Mich., has bot the elvtr. of the Hungate Wholesale Co. here.

Edinburg, Ind.—We expect to have a flour mill in operation here by Dec. 20.—A. J. Loughery, The Community Mill.

Indianapolis, Ind.—The name of the Big 4 Elvtr. has been changed to the Central Elvtr. and is now operated by the National Elvtr. Co.

Redkey, Ind.—D. Oatchet, who has been with the Watson Grain Co. here for some time, has resigned and gone to Dunkirk where he will enter the feed business.

Huntingburg, Ind.—Work on the new plant of the Wallace Milling Co. is progressing rapidly in spite of rain and bad weather. The machinery will be installed Jan. 1. P. F. McAllister & Co. have the contract.

Evansville, Ind.—The American Trust & Savings Bank of this city has been named receiver for the Akin-Erskine Milling Co. which operated a mill and a line of elvtrs. with headquarters here. The liabilities are placed at \$900,000.

Brownstown, Ind.—We have bot the Feed Exchange here from A. Greger and are now in possession. The farmers in this vicinity subscribed to the stock of our company and have bot this as a branch store and exchange. No mill or elvtr. here yet. Will install a mill for custom grinding soon.—Farmers Co-op. Elvtr. Co., Seymour.

Princeton, Ind.—Orville and John Stout, of Vincennes, have bot the Zenith Mill here, owned by Henry Barr and others. The Stouts operate the Atlas Mill at Vincennes. It was damaged by fire some time ago but will be repaired and the two mills will be operated by them.

Griffin, Ind.—A. Waller & Co., with headquarters at Henderson, Ky., discontinued business here long ago. We are contemplating enlarging our storage capacity for ear corn in the early spring, which will give us a total storage capacity of 60,000 bus.—D. M. Price, Price's Elvtr. & Grain Co.

Lawrence, Ind.—The Farmers Terminal Grain & Feed Co. has a new elvtr. under construction. Work is progressing rapidly. The house is of wood covered with corrugated metal on a 7 ft. concrete foundation. It will have a capacity of 6,000 bus. and will be equipped with the latest machinery. Vinton Welling, formerly at Mt. Comfort, will be mgr. here.

Fort Wayne, Ind.—F. G. Sprague & Co., stock and grain brokers, filed a petition in voluntary bankruptcy with estimated liabilities of \$600,000 and assets of \$200,000. The 5 branch offices of the company at Dayton, Canton and Elyria, O., and at Kokomo and Muncie, Ind., are also affected. E. W. Wagner & Co. will open the company's offices, according to report.

North Manchester, Ind.—We have bot the elvtr. and coal yards, formerly owned by Kinsey Bros. and operated for the last 18 months by the Farmers Elvtr. Co. Will take possession Jan. 1, and expect to operate in connection with our other elvtr. at Nappanee.—Clay Syler, Syler & Syler, Nappanee. (The elvtr. was sold at receiver's sale for \$10,150. The farmers company went into the hands of a receiver July 28, 1921.)

Mishawaka, Ind.—We believe that the Grange Elvtr. Co. of this city is one of the most successful elvtrs. in Indiana. For one thing the stockholders believe in allowing the elvtr. a good wide margin and for another they do not interfere with the one in charge. Since the first of January the profits have paid a deficit of \$7,000, allowed \$2,000 for equipment and repairs including a modern barn, and a coal conveyor. We now have the foundation in for a new office and seed room.—A. E. Castleman, mgr. Grange Elvtr. Co.

IOWA

Westside, Ia.—The new elvtr. of D. E. Benton has been completed.

Summit, Ia.—The Farmers Co-op. Exchange is installing a dump in its elvtr.

Le Mars, Ia.—We have installed a truck dump.—Farmers Elvtr. Co-op. Co.

Nevada, Ia.—The elvtr. of the Farmers Grain Co. has been thoroly overhauled.

Des Moines, Ia.—A. J. Rowland has bot a membership in the Board of Trade.

Ireton, Ia.—The Farmers Co-op. Elvtr. Co. has completed an addition to its office.

Yetter, Ia.—The Farmers Co-op. Grain Co. has re-shingled its elvtr., put in new scales and a dump.

Williams, Ia.—E. J. Funk, who sold his elvtr. to us, is now at Eldora, where he has a variety store.—C. E. Beall & Son.

Lake View, Ia.—We have installed a new 10-ton motor truck scale.—E. C. Sherwood, mgr. Farmers Union Grain Co.

Mason City, Ia.—The Independent Grain & Lumber Co. has increased its capital stock to \$350,000. Clyde H. Hamlin is sec'y.

Spencer, Ia.—We have not decided as to rebuilding.—Spencer Milling Co. (The company lost its plant by fire last February.)

Nevada, Ia.—We have improved our elvtr., installing a double dump and making room for a truck dump later.—Farmers Grain Co.

Gladbrook, Ia.—The entire business and plant of the Farmers Elvtr. Co. will be sold at public auction, Dec. 28.—Wm. Lorenz, receiver.

Crawfordsville, Ia.—The Home Lumber Co. will build a new elvtr.—Farmers Co-op. Exchange, by M. C. De Long, Washington, Ia.

Malcom, Ia.—We are operating our own elvtr. and also the one we recently bot of the Kuehl Grain & Lbr. Co. We have only one office. Both elvtrs. are completely equipped with the exception of a corn sheller which we will add next summer.—H. B. Booknau, mgr. Farmers Elvtr. Co.

Maxwell, Ia.—I will operate the elvtr. I recently sold to the King-Wilder Grain Co., for the new company, at least for a while.—F. O. Ray.

Washington, Ia.—We did not build our elvtr. as anticipated.—Farmers Co-op. Exchange, M. C. De Long. (Reported last June to be about to build a new elvtr., etc.)

Belmond, Ia.—Wm. Rosencrans, formerly in the grain business in this vicinity, died recently. His firm operated as the J. & R. Grain Co. but sold its elvtr. in 1916.

Pioneer, Ia.—We have not built an elvtr. yet but expect to in the spring.—Edgington & Walsh. (Reported to have let contract last June for rebuilding of elvtr. which burned in the spring.)

Des Moines, Ia.—The Iowa Grain Co. has brot suit against John J. Hollebrands to recover \$1,493 advanced as margins on transactions in grain for future delivery. His defense is that his transactions were gambling.

Ireton, Ia.—J. W. Adams is now mgr. for the Farmers Elvtr. Co. and Wm. Taylor is mgr. for the Taylor Grain Co. which succeeded R. L. Staben & Co.—J. J. Mueller, mgr., Farmers Co-op. Ass'n lumber department.

Arion, Ia.—Our elvtr. burned during the night of Nov. 26. The company has decided not to rebuild and will move its lumber stock, sheds and coal sheds to some other station.—L. C. Harris, agt. Nye-Schneider-Jenks Co., Fremont Division.

Walnut, Ia.—A. L. Hagelberger, who recently sold his elvtr. at Atlantic, has leased the elvtr. of the Walnut Milling Co., formerly operated by J. E. Olsen, who is now mgr. for the Farmers Elvtr. Co. For the present Mr. Hagelberger is managing the business himself.

Mt. Ayr, Ia.—The cement work on the new elvtr. of the Iowa-Missouri Grain Co. has been completed. The basement and engine house are finished as are the floors and foundations of the dust house, cob house and ear corn storage. Work on the frame work of the elvtr. will be rapidly completed.

Sheldon, Ia.—The Rogers Grain Co. of Chicago has taken over the leased wire of the Trans-Mississippi Grain Co. It has also taken over the office and equipment. O. W. Yowney, mgr. for the latter company, will assist C. L. Johns, local mgr. for Rogers Grain Co. Mr. Johns was mgr. for the Trans-Mississippi Company before he opened the office of the Rogers Grain Co. here.

KANSAS

Doniphan, Kan.—Hitt & Reeves have bot the elvtr. and store of Jim Clark.

Hutchinson, Kan.—We have closed our office here for the season.—A. Logan, Jr., Logan Bros. Grain Co., Kansas City, Mo.

Hutchinson, Kan.—M. E. Hinman has disposed of his interest in the Hinman-Yates Grain Co. and will devote his time to other interests.

Collyer, Kan.—The Wheatland Mill & Elvtr. Co., whose elvtr. recently collapsed, has let contract for its rebuilding. It will be of concrete.

Atwood, Kan.—The old line elvtr. here has closed on account of the condition of the elvtr. as well as of short crops. It may be sold or traded. It was formerly operated by Elmer Conquest who now leases and operates the new elvtr. of Wm. Correll.—J. A. Bowles, mgr. Atwood Equity Exchange.

Edna, Kan.—C. S. Carlton, pres. and mgr. of the Carlton Grain Co., has bot the Wilmoth Grain Co. and will combine the business of the two firms.

Tescott, Kan.—The elvtr. of the Kansas Flour Mills Co., with about 5,000 bus. of wheat, burned Nov. 29, the loss being fully covered by insurance.

Clare (Olathe p. o.), Kan.—E. W. Schlaegel has bot the elvtr. here thru the receiver of the Associated Mill & Elvtr. Co. He is now in possession.

Falun, Kan.—We have built a new warehouse to take care of our increasing business.—Hugo Hed, mgr. Farmers Union Co-op. Grain, Live Stock & Mercantile Co.

Caney, Kan.—The elvtr. and mill of A. D. Young burned with a loss of \$15,000, Nov. 24. It was reported that a dust explosion was responsible for the blaze.

Rozel, Kan.—We have made some minor repairs including the installation of a new loading end spout and better ventilation in the cupola.—The Union Grain Co.

Mulvane, Kan.—The Mulvane Co-op. Union now has under construction 4 concrete tank elvtrs. A feed mill will also be built and the plant will be ready about Feb. 1.

Neodesha, Kan.—The mill of the Land Milling Co. burned Dec. 1, fire starting in the elvtr. shaft. The loss is partially covered by insurance. The elvtr. was reported saved.

Topeka, Kan.—Mrs. C. C. Nicholson has filed a petition for the appointment of a receiver for the Forbes Milling Co., of North Topeka. She has also brot suit to recover \$4,200 on promissory notes.

Cherryvale, Kan.—R. L. Jackson has bot the elvtr. of H. V. Rounds and will operate it as the Cherryvale Grain Co. Mr. Rounds may re-enter the grain business if he finds another location to suit him.

Moline, Kan.—The Farmers Mill & Supply Co. has succeeded the Moline Mill & Elvtr. Co. and taken over the mill and elvtr. of the old company. H. H. Malone, J. W. White, C. W. Powers, and others are interested.

New Hartford, Kan.—We have been out of the grain business for some time.—Van Deest & Son, Cedar Falls. (It was reported that an elvtr. belonging to them burned recently. The elvtr. belonged to Corrigan & Sprague.)

Humboldt, Kan.—Our plant is the one formerly owned by Geo. Wiershing, known as the Humboldt Elvtr. and Mills. There is only the one plant in operation here now and it is run by W. L. Drake.—W. L. Drake, Humboldt Elvtr. Mills.

Wichita, Kan.—The following has been posted on the board in the exchange room of the Board of Trade: Effective, Nov. 28, rates of commission charged by members of the exchange shall be not less than 1½¢ per bu. on wheat, as a minimum.

Clifton, Kan.—I bot the small elvtr. here of the Associated Mill & Elvtr. Co. and have repaired it. Also put iron bottoms in bins. One of the other elvtrs. was sold to J. P. Coates and the other one is still owned by the company. I shall run my elvtr. when any grain is moving.—E. J. Turner. (The Associated Mill & Elvtr. Co. had 3 elvtrs. here.)

Larned, Kan.—H. G. Gabel, pres. of the Keystone Milling Co., died Nov. 14 at the age of 76. He had been in his usual good health all day and late in the afternoon went home. He went to the barn and was found dead there a few moments after he entered the building. Some 20 years ago, he came from Pennsylvania to Larned and bot the mills that for many years were operated as H. G. Gabel & Sons. Later the company was incorporated under its present name. He is survived by his widow, two daughters and three sons, two of whom were in business with him, H. L. Gabel being mgr., sec'y and treas. of the company.

MARYLAND

BALTIMORE LETTER.

The annual assessment for membership in the Chamber of Commerce for 1922 has been fixed at \$30 by the directors.

The first unit of the new addition to the Port Covington Elvtr. of the Western Md. Ry. Co. will be put into operation in a few days for the unloading of grain from cars, giving part of the additional storage needed at this terminal. Jas. Stewart & Co. are doing the work.

Herman A. Tingley, John B. H. Dunn and Adelbert W. Mears were appointed receivers Nov. 28 for the C. A. Gambrill Mfg. Co., owners of the Patapsco Flouring Mills at Ellicott City.

Five members of the board of directors of the Chamber of Commerce have completed their 3-year terms of office and a caucus for new members will soon start as the annual election will be held the last of the month. Directors whose terms expire are A. W. Mears, Chas. W. Wells, Ed. T. Sheil, Jr., W. LeRoy Snyder and Walter F. Macneal.

MICHIGAN

Freeport, Mich.—H. H. Rensch has resigned as mgr. for the Farmers Elvtr. Co.

Lansing, Mich.—Chatterton & Son are now located in the Capital National Bank Building.

Onondaga, Mich.—Neil W. Spring is receiver for the Onondaga Co-op. Ass'n. The company's plant will be sold.

Croswell, Mich.—Gordon Graham is now mgr. for the Croswell Farm Buro Local. F. A. Bickel was mgr. I. W. Hall is sec'y.

Eaton Rapids, Mich.—The new seed and grain elvtr. of The Abrams Seed Co. has been completed. The old house burned in July.

Rose City, Mich.—W. J. Cumming is now mgr. for the Rose City Elvtr. Co. This company will build a new lumber shed in 1922.

Kawkawlin, Mich.—The elvtr. of the Kawkawlin Bean & Grain Co. has been completed and will be put into operation in a few days.

Houghton, Mich.—The plant of the Houghton Milling & Elvtr. Co. has been opened after being shut down for extensive repairs. New machinery has been installed and the plant electrified.

Cass City, Mich.—The Cass City Grain Co. is not a farmers organization.—Farmers Produce Co. (The Cass City company was reported to have taken over the farmers organization last June.)

Marlette, Mich.—The elvtr. of the Farmers Co-op. Elvtr. Co., containing 6,500 bus. of beans, burned Nov. 23. The loss was fully covered by insurance and the elvtr. will be rebuilt at once.

Grand Rapids, Mich.—We are just a new organization and expect to build or buy a number of elvtrs. thruout Michigan in 1922. We are now buying and selling grain on our own account.—Saunders Sales Corporation.

Ann Arbor, Mich.—John W. Hall has succeeded the late W. C. Stevens as pres. of our company and G. Schneider is now vice-pres., having succeeded A. R. Peterson who resigned.—G. F. Allmendinger, sec'y Michigan Milling Co.

Breckenridge, Mich.—During the last year we have installed one 75 h.p. F-M-Y. Engine, 2 Crippen and one Judson Bean Pickers, 1 Hall Distributor, an 8 D. Clipper Bean Mill, and new spouting with 5x11 buckets.—Farmers Elvtr. Co.

Fremont, Mich.—John and Johannes Wolters, operating as Wolters Bros., have dissolved partnership and John has left the firm to devote his time to other interests. The brothers operated the Crescent Mills and have remodeled and brot them up to date.

Elkton, Mich.—The Elkton Co-op. Farm Produce Co. has been organized by farmers and business men here, and has bot the property of the Farmers & Gleaners Elvtr. Co. It is capitalized at \$50,000 and \$35,000 has been paid in. Geo. Gregor is pres.; Edwin Hoffman, sec'y and Frank Carson, mgr.

Coleman, Mich.—Hursh & Son and the Coleman Elvtr. Co. have consolidated and incorporated as the Coleman Elvtr. Co., capital stock, \$50,000, R. H. Hursh, pres.; J. E. Cur-tice, treas. and B. R. Simons, sec'y and gen. mgr. The Farm Buro is building a warehouse here but has not started operations.—Coleman Elvtr. Co.

MINNESOTA

Kiester, Minn.—We have installed a 5 h. p. motor.—J. A. Johnson, mgr. Farmers Elvtr. Co.

Mapleton, Minn.—I. A. Lownes has succeeded Roy Faught as mgr. of the Equity Elvtr. Co.

Hutchinson, Minn.—The elvtr. of the Powers Elvtr. Co. burned recently with a loss of \$20,000.



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Lockhart, Minn.—We have discontinued business and the Farmers Elevtr. Co. has succeeded us.—Brevik Elevtr. Co.

Gully, Minn.—A site has been leased and a new warehouse will be built in the spring.—L. H. Aos, Farmers Elevtr. Co.

St. Paul, Minn.—The Terminal Grain & Elevtr. Co. incorporated for \$100,000 by C. E. Griffin, pres., E. O'Connor, sec'y, and J. A. Gallagher, treas.

Ghent, Minn.—The stockholders of the Farmers Elevtr. Co. have decided to make an effort to increase the company's capital stock and reopen the elevtr.

Lakefield, Minn.—The Farmers Grain & Supply Co. has been incorporated for \$35,000 by C. L. Noland, H. A. Patterson and others. (It is reported that this company will succeed the Farmers Union.)

St. Cloud, Minn.—The new elevtr. of the Gt. Northern Flour Mills Co., replacing the house burned April 16, has been completed. It is of frame construction covered with corrugated iron and has a capacity of 40,000 bus.

Sleepy Eye, Minn.—The elevtr. of Ed. F. Berkner containing 48,000 bus. of grain burned Nov. 21, with a loss of \$65,000. Several box cars on the elevtr. tracks also burned. It is thought the fire started from a defective wire.

Traverse (St. Peters p. o.), Minn.—The elevtr. of the Farmers Elevtr. Co., which has been closed for a time, is open again, the directors of the company having increased the capital stock of the company and provided a working fund.

Afton, Minn.—The elevtr. of the Equity Co-op. Exchange has been closed and Mgr. W. E. Spriegel has moved to River Falls, Wis. Howard Sanderson will be mgr. for the feed milling and coal business of the company which will be continued.

Minneapolis, Minn.—The following memberships have been posted for transfer by the directors of the Chamber of Commerce: H. J. Bates to J. H. MacMillan, Jr.; F. W. Rahr to Herman C. Grabo and Maurice Reinstein to E. S. Woodworth.

Eyota, Minn.—We bot the elevtr. formerly operated by Ibling Grain Co. The elevtr. was sold on mortgage sale last spring and was bot by Nye-Jenks & Co. who in turn sold it to us. We are using it for handling grain and seed. We are using the other elevtr. owned by us for storage grain and operate a feed mill in it. There is a scoop shoveler operating at this station also.—J. A. McIntosh, mgr. Eyota Co-op. Co.

MISSOURI

Farley, Mo.—Art. F. Fleming is our mgr.—R. H. Baumgarth, treas., Farley Co-op. Elevtr. Ass'n.

Ewing, Mo.—The Farmers Elevtr. Co. has installed a truck scale also a stock scale in the yards.

Marshall, Mo.—The 25,000-bu. elevtr. of Goodwin-Fletcher Grain Co. is now receiving grain altho not quite finished.

Tarkio, Mo.—B. C. Christopher & Co. have closed their office here. It is said Mgr. A. H. Langworth will go to Dodge City.

Orrick, Mo.—The Farmers Elevtr. Co. has decided to form a live stock shipping ass'n to be operated in connection with its elevtr. business.

St. Joseph, Mo.—Practically all the outside concrete work on the Burlington Elevtr. has been completed and other work is being rushed. The old elevtr. burned Jan. 16.

New Haven, Mo.—The Co-op. Shipping Ass'n has let contract to J. D. McClean & Co. for a 30x60 ft. building, 3 stories high. The basement is 8 ft. all concrete and the rest 12 ft. of tile blocks with 6 in. concrete floors and 4 in. concrete roof. Will also have office and 10-ton scale, reinforced concrete vault and a freight elevtr. from the basement to 3d floor. It will cost \$9,000.

St. Louis, Mo.—The following notice was recently placed on the bulletin board of the Merchants' Exchange by Sec'y Eugene Smith: "Notice—Nov. 29, 1921. Effective at once, the sampling department will not accept any orders for treatment of cars for live weevil or insect injuries to stored grain, with bisulphide of carbon. Orders will be taken for treatment of cars with Boncar, or Carbon Tetrachloride."

Collins, Mo.—J. W. and O. F. Kelly, of Boonville, have bot the elevtr. and mill of the Collins Roller Mills and will operate it as the Sac Valley Milling Co. J. W. Kelly will be active mgr.

Charleston, Mo.—Relative to our fire, our elevtr. was a total loss. It contained about 4,700 bus. of corn. The fire is thought to have started thru a cob spout running from the cob burner to the top of the elevtr. Just now, we do not know whether we shall rebuild or not.—R. Carson, Mississippi County Elevtr. Co. (Thru an arrangement made with L. B. Houck, receiver of the Charleston Milling Co., the Mississippi company has secured a temporary lease on the elevtr. of the defunct company.)

KANSAS CITY LETTER.

Harry K. Waggoner has been elected to membership in the Board of Trade.

B. C. Moore was appointed receiver, Dec. 6, for the Frank B. Clay Grain Co.

I am now with the Simonds-Shields-Lonsdale Co.—G. W. Jackson, formerly supt. of the Murray Elevtr.

Thos. F. McLinley, formerly pres. of the Brodnax-McLinley Grain Co., is out of the grain business for the time being.

All claims against the Associated Mill & Elevtr. Co., now bankrupt, must be in the hands of Receiver J. N. Dooley on or before Jan. 1, 1922.

C. V. Fisher, formerly pres. of the C. V. Fisher Grain Co., is now with the Wyandotte Elevtr. Co., which is a branch of the Southwestern Milling Co.

Mrs. Eliza Lawless, wife of C. W. Lawless of the Moore-Lawless Grain Co., is dead, a victim of the smallpox scourge that is sweeping the city at present.

Two bookkeepers of Strandberg, McGreevy & Co. are alleged to have conspired with Albert Luxenberg to swindle the firm which lost \$2,300 before the plan was discovered. All three of the accused men have been arrested.

A. P. Peirson, pres. of the Peirson, Lathrop Grain Co., has sold his interest to W. B. Lathrop and will retire from active business. The new firm will operate as the Lathrop Grain Co. Mr. Peirson has been in the grain trade here for 27 years and Mr. Lathrop for 21. The old firm was formed as a partnership in 1907 and was later incorporated.

MONTANA

Big Timber, Mont.—We will do some repair work on our elevtrs. here and at Toston.—Park County Milling Co., Livingston.

Missoula, Mont.—We are among the largest flour jobbers in Montana, but we also have a grain department of which J. W. Ruppel is mgr.—H. J. Stoll, pres. Stoll Grain Products Co.

Coffee Creek, Mont.—The P. F. Brown Co., which has been operating the elevtr. of the Farmers Mutual Grain & Supply Co. here under lease, has discontinued the operation and all records are now at the home office at Lewistown.

Bainville, Mont.—The loss on the plant of the Jennison Mill Co., of Minneapolis, which burned here Nov. 19, was \$75,000 but was all covered by insurance. It will be rebuilt, but not until next year. About 40,000 bus. of wheat was burned also.

Laurel, Mont.—M. M. Davis, of Billings, and L. L. Keller of this city have retired from the Laurel Milling Co. and F. A. Neville, of Cameron, only retains a part of his interest, leaving S. M. Thornton, of Edgar, as principal owner of the mill and elevtr. which is now being operated under lease by B. F. Thurston.

Helena, Mont.—The department of agriculture is taking active measures against 20 or more elevtrs., grain buyers or track buyers who heretofore have been transacting business and have so far failed to comply with the state's requirements for license to do business. Investigation is being made and if it is found that any of them are in business, prosecution under the state law which provides as a penalty for each day such person or concern is engaged in business, a fine of not less than \$25 and not more than \$100, each day to constitute a separate offense, will be started. Some of these firms already have paid their license fee of \$15 per annum, but have failed either to furnish a bond or to present a bond acceptable to the department.

Hamilton, Mont.—The new elevtr. of the Hamilton Flour Mills Co., W. A. Wright, owner, is the only elevtr. at this station.—Valley Merc. Co.

Woodside, Mont.—We own the only elevtr. at this station. The Equity Co-op. Ass'n of Hamilton was going to build this elevtr. but owing to financial difficulties was unable to raise the money. We built it for the company and gave it until Jan. 1 to get in shape to take it over but at present it does not look as though it could do so. We are in no way connected with the Equity Co-op. Ass'n.—J. B. Clark mgr. grain department, Missoula Merc. Co.

NEBRASKA

Garrison, Neb.—G. A. Foreman has succeeded Geo. Humlicek as mgr. for the Farmers Co-op. Supply Co.

Nebraska City, Neb.—Mail addressed to the Wash-Co. Alfalfa Mlg. Co. is returned marked "Moved—Left no address."

Sidney, Neb.—E. J. Leonard, of Ruskin, is now mgr. for the elevtr. and store of F. J. Leonard. C. A. Wade was mgr.

Crab Orchard, Neb.—We must overhaul our elevtr. soon and will install gas or kerosene power. John Offel will remain as mgr.—Farmers Union Co-op. Ass'n.

Stratton, Neb.—We are just completing our new office and warehouse.—Farmers Grain, Live Stock & Supply Co. (The office is 67x140 ft., steel and concrete construction and has a full basement.)

Omaha, Neb.—E. A. Beardsley is chairman of the recently appointed transportation com'te of the Grain Exchange. Other members are C. W. Adams, A. McKinley, J. P. Zimmerman, C. H. Compton, J. A. Cole and F. R. Deffenbaugh.

NEW ENGLAND

Greenfield, Mass.—The Grisawder Milling Co. incorporated for \$8,000 by Nathan Tufts, pres. and treas., and Frank S. MacConnell, sec'y.—S.

Middlebury, Vt.—The Addison Farmers Co-op. Exchange has bot the grain business of D. H. McHugh, formerly operated by Thomas & Weeks.

Medway, Mass.—The Hinman Coal & Grain Co. incorporated for \$20,000 by Wm. Hinman, pres. and mgr., Wm. Hinman, Jr., treas., and Nettie J. Hinman.—S.

Boston, Mass.—The Grain Board of the Chamber of Commerce held its annual meeting Dec. 7, and elected its executive com'te. Later the com'te will elect the chairman of the Board.

NEW YORK

New York, N. Y.—Frank J. Cunningham is now manager of the office of the Simons-Shields-Lonsdale Grain Co., of Kansas City, Mo., in this city and will represent it on the floor.

New York, N. Y.—Receivers T. M. Blake and L. P. Marvin of the Bolle-Watson Co. have applied to the U. S. District Court to be made permanent receivers. Monies have been accumulated for a first dividend of 5 per cent.

BUFFALO LETTER.

Buffalo, N. Y.—Fred J. Collins, Inc., has been incorporated for \$5,000 to deal in grain. Mr. Collins was formerly mgr. for the Urmston Grain Co.

Buffalo, N. Y.—Thos. H. Hyer is in charge of the private wire office of the Bartlett Frazier Co., in the Chamber of Commerce Building here.

Wm. W. Reilly and M. M. Nowak have been appointed receivers for the Curtiss Grain Corporation which filed a voluntary petition in bankruptcy Dec. 5. Liabilities are placed at \$568,696.09 and assets at \$286,173.87. The assets consist of land, buildings and property valued at \$130,586.12, and grain valued at \$20,000.

The Corn Exchange held a dinner Dec. 3, which was well attended by the members. M. M. Nowak, John Rammacher and W. E. Townsend were among the speakers. Mr. Townsend, acting the part of Santa Claus, made a plea for Xmas funds for the poor of the city and \$2,000 was raised which will be used to buy and distribute baskets of food to the poor.

NEW MEXICO

Springer, N. M.—Mail addressed to H. G. Zorn, who was a car lot shipper here, is returned marked "Removed. Left no address."

Roy, N. M.—The Mesa Co-op. Co. has filed a petition in bankruptcy scheduling its assets at \$27,614.38 and its liabilities at \$47,958.32. With the petition was filed a resolution adopted by the directors of the company which stated that "owing to the general financial depression it is impossible for the company to borrow a sufficient amount of funds to carry it over the present stringency." The company operated a 10,000-bu. elvtr. built in 1920. W. L. Russel. was mgr.

NORTH DAKOTA

Tower City, N. D.—The elvtr. of the Great Western Grain Co. is closed.

Carson, N. D.—Mail addressed to the Grant Grain Co. is returned, marked "discontinued."

Pleasant Lake, N. D.—The elvtr. of W. T. Heising is now owned by the Pleasant Lake Grain Co. Mr. Heising committed suicide in January of last year.

Barney, N. D.—Mail addressed to the Bailey & Sether Elvtr. Co. is returned marked "not here." The company sold its elvtr. here some time ago but retained its headquarters at this point according to reports.

OHIO

Jackson Center, O.—Allen Briggs has sold his elvtr.

Washington Court House, O.—The new elvtr. of Virgil Vincent will be completed Dec. 15.

Cincinnati, O.—J. H. Martin is now on the road for T. M. Dugan & Co. He was formerly traveling representative for Brouse-Skidmore & Co.

Celina, O.—W. L. Trevary has succeeded A. Bettinger as mgr. for the Celina Equity Exchange. Mr. Trevary is also sec'y of the company, which is a new one.

Cincinnati, O.—Alfred Gowling, for many years in the grain and hay business here, has been appointed postmaster of Newport, Ky., just across the river from this city, where he lives.

Celina, O.—W. T. Palmer, of the Palmer-Miller Grain Co., has been ordered by his physician to give up all business for at least a year. He is at present at Flower Hospital, Toledo.

Wooster, O.—The elvtr. of the Equity Exchange was struck by lightning, Nov. 24. The resultant fire damaged the building to the extent of \$10,000. Wheat flour and feed were also a loss.

Troy, O.—We are repairing our boiler and installing a new radiator on our drier so we can dry all the corn that needs it. We will install a manlift and ear corn loader later.—J. Geo. Williams, mgr. Troy Grain & Supply Co.

OKLAHOMA

Kremlin, Okla.—The elvtr. of the Enid Milling Co. burned and is a total loss.

Jefferson, Okla.—S. M. Bird is operating receiver for the Morrison Bros. Mills.

Ringwood, Okla.—H. S. Vance has succeeded Chas. Porter as mgr. for the Farmers Elvtr. Co.

Tonkawa, Okla.—The Tonkawa Co-op. Ass'n has installed a 30 h. p. motor, clipper and cleaner.

Yoakum, Okla.—Frank Jamieson has succeeded Frank L. White as mgr. for the Yoakum Mill & Elvtr. Co.

Claremore, Okla.—I have discontinued the brokerage business.—J. Frank Ryan, formerly operating as the J. Frank Ryan Brokerage Co.

Lambert, Okla.—James O. Butts has resigned as mgr. for the Farmers Grain & Supply Co. and is now mgr. for the Farmers Co-op. Ass'n at Roosevelt.

Roosevelt, Okla.—We are overhauling our elvtr. and installing a new feed mill. We will not put in an engine now, but may, later. Jas. O. Butts, formerly mgr. for the Farmers Grain & Supply Co. at Lambert, is our new mgr.—Farmers Co-op. Ass'n.

Oklahoma City, Okla.—Geo. G. Sohlberg, pres. of the Acme Milling Co., is receiving congratulations on his recent marriage to Mrs. Stella Dupree of this city.

Vinita, Okla.—The Vinita Milling Co. is installing new mill and elvtr. machinery. Walter Dauer, mgr., is on the sick list.—R. W. Crane, agt. R. H. Drennan Grain Co.

Enid, Okla.—On account of poor health, I am leaving to spend the winter in California. Will be back to attend the convention in May.—T. C. Cones, T. C. Cones Grain Co.

Big Cabin, Okla.—Mail addressed to the Austin Grain Co. is returned marked "Gone." This company was reported to have succeeded the R. H. Drennan Grain Co. last July.

Imo (Enid, p. o.), Okla.—Elvtr. of Imo Terminal Elvtr. Co. has been closed. At a recent meeting of the stockholders of the company it was said that it would be impossible to operate the elvtr. since the Imo State Bank has failed.

Chickasha, Okla.—We have taken over the Moore Grain Co. here and at Lucile and have incorporated under the name of the Expansion Grain Co. under which name we will operate with J. H. Snyder as mgr.—Expansion Grain Co.

Capron, Okla.—The Farmers Elvtr. Co. has not started to build yet but it is probable that it will. The Southwestern Elvtr. Co. has taken over the elvtr. of the Sun Grain & Export Co. here and it is now in operation.—P. A. Johnson Grain Co. (The elvtr. of the Farmers Elvtr. Co. burned recently.)

Oklahoma City, Okla.—M. Herrick is pledging his adherents to secure passage of a law at the next term of legislature that will forbid the sale of wheat of No. 1 grade by the grower at less than \$3 a bu., No. 3 grade at less than \$1.50 a bu. and the manufacture of flour out of less than No. 3 grade.

Yukon, Okla.—The contract for the construction of a new fireproof mill of the Yukon Milling & Grain Co. to take the place of the one recently destroyed by a dust explosion, has been let to the Jones-Hettelsater Constr. Co. It is to be 103x36 ft. and 6 stories high. Contract for the machinery has also been let. It is to be completed May 1.

Ninnekah, Okla.—The elvtr. of the Ninnekah Grain & Elvtr. Co., containing 15,000 bus. of corn, burned Nov. 11. The elvtr. was a complete loss and the contents were only partially covered by insurance. We are cleaning up the burned corn and will immediately start to rebuild the elvtr. Hope to have it in operation by Feb. 1. I am a stockholder in the company.—F. R. Linton, pres. of the Linton Grain Co., Chickasha.

OREGON

Portland, Ore.—The discount on oats has been reduced to \$1 a ton on Nos. 2 and 3 and \$3 a ton on No. 4 by the Merchants Exchange.

Enterprise, Ore.—The elvtr. of the Wallowa Milling & Grain Co. was badly damaged by fire recently as the result of the careless throwing away of a cigarette stub.

Baker, Ore.—The O'Bryant Grain Co. has discontinued business but J. F. O'Bryant has opened an up town office as a car lot dealer. The O'Bryant Grain Co. is liquidating its affairs.—Baker Mill & Grain Co.

PENNSYLVANIA

Philadelphia, Pa.—I am now mgr. for E. L. Rogers & Co.—N. P. Holland.

Pittsburgh, Pa.—We intend to go out of business prior to the first of the year.—Herb Bros. & Martin.

Pittsburgh, Pa.—A. E. Masten, pres. of A. E. Masten & Co., died recently. The company is one of the oldest at this market and maintains a large grain brokerage department.

SOUTH DAKOTA

Shindler, S. D.—B. F. Hanna has succeeded C. H. Riley as mgr. for the Farmers Co-op. Co.

Leola, S. D.—J. V. Pappenfus has succeeded J. W. Wallrick as our mgr.—Leola Equity Exchange.

Mitchell, S. D.—A. H. Betts, long a prominent grain dealer in this vicinity, died recently in a hospital at Milwaukee, Wis., from the effects of an operation.

Egan, S. D.—I bot the elvtr. of the Farmers Grain & Fuel Co. and am operating it now.—O. L. Larson.

Cavour, S. D.—A. H. Schultz, formerly mgr. for the Farmers Elvtr. Co. at Iroquois, is now mgr. for the Atlas Elvtr. Co. here.

Wessington Springs, S. D.—W. H. Stewart bot the elvtr. of the Wessington Equity Exchange at sheriff's sale for \$7,500. This still leaves the affairs of the old company unsettled as there is still a balance of \$12,000 involved in the clearing up of its affairs.

SOUTHEAST

Jacksonville, Fla.—Clement D. Cates & Co. are reported to have failed.

Orangeburg, S. C.—The Faurey Seed & Grain Co. suffered a \$10,000 loss when its warehouse and stock burned recently. It is partially covered by insurance.

Wells Mills (Smithville p. o.), Ga.—J. W. McDonald is building a 30x24 ft. elvtr. It will have a capacity of 3,000 bus. The machinery has been purchased.

Birmingham, Ala.—W. M. Cosby, founder of the W. M. Cosby Flour & Grain Co., has retired from active business. The firm was established 34 years ago and Mr. Cosby has always been most active in its affairs. J. Chapline Hodges is now pres., S. S. Godbee, former director, vice-pres. and treas., and R. W. Powell, sec'y. Mr. Cosby is not giving up his interest in the business and will be chairman of the board of directors. Mr. Hodges is pres. of the Grain Exchange.

TENNESSEE

Memphis, Tenn.—B. R. Cooner has returned to Columbia, S. C.

Memphis, Tenn.—Mail addressed to the Memphis Elvtr. & Storage Co. is returned unclaimed.

Memphis, Tenn.—The plant formerly operated by G. E. Patteson & Co. is now called the Valley Elvtr. & Storage Co. in which Vernon L. Rogers is interested. Mr. Patteson is now practicing law.

Memphis, Tenn.—T. H. Berry leased the Riverside Elvtr. & Warehouse and changed the name to the Merchants Storage Co., but is not at present connected with the business, according to report. Knowlton & Co. now operate the warehouse.

TEXAS

Codman (Miami p. o.), Tex.—Mail addressed to A. E. Francis, reported as building an elvtr. here, is returned "Unclaimed."

San Marcos, Tex.—K. C. Kreuz recently bot the plant of the San Marcos Milling Co. and will operate it as the Kreuz Milling & Grain Co.

Bartlett, Tex.—The fire loss to our plant was very small, all reports to the contrary. The slight damage has been repaired.—Lawrence Bros.

Tahoka, Tex.—We have bot the grain business and elvtr. of the Edwards Bros. Coal & Grain Co. A. L. Jones is mgr.—Tahoka Coal & Grain Co.

Stratford, Tex.—The Farmers Equity Elvtr. Co. and the Stratford Equity Exchange is all one and the same. We have an elvtr.—E. J. Gladish, mgr.

Plainview, Tex.—The report that Sam Martin is out of the grain business is incorrect. Mr. Martin writes: I am engaged in the grain and cotton business both. Have not quit either one.

Wellington, Tex.—The elvtr. properties which I recently bot are located here. I am temporarily in another line of business at Seymour but after a few months will make this my home and take care of the elvtrs.—J. B. Stevens. (One of the elvtrs. belonged to J. C. Mytinger Grain Co.)

UTAH

Salt Lake City, Utah.—We have not sold any of our mills to the Elko Milling Co.—B. M. Holt, mgr., Salt Lake & Jordan Mill & Elvtr. Co.

Ogden, Utah.—The Ogden grain inspection district is to be enlarged and is to include Pocatello and Boise, Ida., where deputy inspectors will be stationed.

WASHINGTON

Harrington, Wash.—W. E. Barmeier, foreman of the plant of the Spokane Flour Mills here for the last 6 years, has succeeded E. L. Perkins who resigned as mgr. Mr. Perkins was state grain inspector for 13 years.

Aberdeen, Wash.—We will no doubt have full charge of the C. C. Strayer business by the first of the month. We intend to do a jobbing business in all lines of grains and feeds, flour, hay and seeds. At present located on N. P. trackage, but have an agreement with other R. R. for switching. There are no elvtrs. on the present property.—Lloyd F. Pickering, Montesano.

Prosser, Wash.—At a recent hearing before Judge Truax of the receivership of the Empire Grain Co. claims totalling \$9,000 were approved and claims amounting to \$611 were disallowed. A number of creditors failed to file their claims. About \$1,800 is in the treasury and a 10% pro rata payment will be made to the respective claimants next week by Receiver George O. Beardsley.

WISCONSIN

Algoma, Wis.—Froeming & Busse have gone out of business.—K. B.

Weyauwega, Wis.—Our fire loss did not exceed \$50 to \$75.—Weyauwega Milling Co.

Milton Junction, Wis.—Frank J. Albright has bot the elvtr. of the Ladish-Stoppenbach Co.

Taylor, Wis.—The Overby Farmers Grain Co. has incorporated for \$25,000 by O. M. and L. O. Overby and M. Johnson.

Banner (Calvary p. o.), Wis.—Mail addressed to J. R. McDonald, who was reported as intending to build an elvtr. here, is returned marked "Not here."

New Richmond, Wis.—The elvtr. of the Gallagher Grain Co. burned recently with a loss of \$3,000. The insurance amounted to \$3,000 on the building and a like amount on the contents.

Reeseville, Wis.—The farmers organized an Equity Exchange here in August but a few weeks ago decided to change it to the Farmers Co-op. Exchange. As yet they have not bot or built an elvtr.—F. C. Yerges, mgr. Reeseville Elvtr. Co.

Wisconsin Rapids, Wis.—Our general offices are at this point and we are now operating mills here and at Stevens Point and Amherst. We have grain warehouses at Nekoosa, New Lisbon, Sparta, Amherst Jct. and Nelsonville.—L. Horton, Jackson Milling Co. (This company was recently consolidated with the Grand Rapids Milling Co. at Wisconsin Rapids.)

MILWAUKEE LETTER.

Rate of interest on advance for December has been fixed at 7% by the directors of the Chamber of Commerce.

Members of the Chamber of Commerce voted Nov. 23, at a special referendum, to amend the constitution and by-laws of the exchange so as to allow for the Capper-Tincher law.

Elvtr. "B" of the Froedert Malting Co. was discovered on fire at 2:30 a. m. Nov. 30 and the entire elvtr. is a wreck, the loss amounting to about \$100,000. The house was of frame covered with corrugated iron and fell in less than half an hour after the fire was discovered. It was close to Elvtr. "A" and only hard work saved the other house. The elvtr. contained 50,000 bus. of barley, much of which was washed down hill.

Geo. A. Schroeder, at one time and for many years traffic mgr. for the Chamber of Commerce, died Nov. 28 of acute pneumonia, being ill only a few days. He was 60 years old and retired from active business in June, 1920, after being with the exchange for 20 years or more. He went to California to live after his retirement. He returned last spring, declaring Milwaukee best after all. He was a 32d degree Mason and is survived by his wife and two sons. He was known to every grain man in this market and many outside of it and his host of friends are grieving deeply over his sudden death.

ITALY's grain crop for 1921 totals 52,000,000 quintals, compared with 38,000,000 quintals last year. A quintal is 100 lbs. It is expected that foreign purchases this year will be less than half the 1920 purchases.

Regulation of Rentals of Railroad Right of Way.

[Continued from page 784.]

Central Railroad Co. before the State Railroad Commission and in a decision given Nov. 17, 1919, was granted a reduction in rental from \$85 to \$12 per annum, over the objection by the railroad company that this was a "Taking of private property for alleged public use when in fact the use is purely private." The Commission held "The service of an elevator is of a quasi-public character. It is true that the elevator is largely a private business, but so far as it concerns the railroad it merely furnishes it with facilities for shipping, filling the place and purpose as respects the commodity handled, of the public freight houses at the stations." It is this semi-public character of an elevator that probably has deterred the railroad company from prosecuting an appeal to the courts.

Following are the provisions of the Iowa statute:

Sec. 2110-1. That whenever disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on a railroad right of way, or on land owned or controlled by a railroad company, and such railroad company, as to the terms and conditions on which the same is to be continued thereon, or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, and such railroad company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railroad company, or as to the character of the buildings to be erected and placed thereon on the place where the same is to be so erected and maintained or as to the terms and conditions under which the same may be so placed, or operated, then, and in every such event on written application to the board of railroad commissioners by such railroad company, person, firm or corporation the said board of railroad commissioners shall have authority, and it is hereby made their duty, as speedily as possible after the filing of such application, to hear and determine such controversy, and make such order in reference thereto as shall be just and right between the parties under all the facts in the case, which order shall be enforced as other orders of said commission.

Sec. 2110-m. In the event that any elevator, warehouse, coal shed, ice house, buying station, flour mill or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on the right of way or other land of a railroad company shall be injured or destroyed by the negligence of any railroad company, or the servants or agents of any railroad company in the conduct of the business of such company, the railroad company so causing such injury or destruction shall be liable therefor to the same extent as if such elevator, warehouse, coal shed, ice house, buying station, flour mill or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported was not situated on the right of way of other land of such railroad company, any provision in any lease or contract to the contrary notwithstanding.

The railroad companies at one time had the power to set rates for the hauling of freight at whatever charge they saw fit. Just so, in states having no statute on right of way rentals, they have the power to mark up the rent to any exorbitant price. As the rate making power was taken away from them by the state and the federal governments and handed to the state railroad commissions and the Interstate Commerce Commission so should the rental fixing power for the use of land granted to them for public purposes be taken away from them and given over to the state railroad commissions.

In states having no law to limit the greed of these corporations shippers of grain, coal and lumber could unite for the enactment of laws similar to those of Minnesota, Michigan and Iowa and thereby make sure that the rentals charged for sites on the right of way shall be just, reasonable and non-discriminatory.

Organized to Stop Stealing from Cars.

Shippers everywhere will be pleased to hear that the special agents of Chicago Railways have organized the Chicago Railway Special Agents and Police Ass'n and are winning the support of the authorities in the protection of the property entrusted to rail carriers for transportation.

The Ass'n's first banquet held in the Ball Rooms of the Auditorium Hotel on the evening of Dec. 8 was attended by a number of Municipal judges, prosecuting attorneys, police captains and Railroad Superintendents, all bent on catching and punishing freight car thieves.

The addresses of the special agents presented many of the difficulties confronting them and the handicaps making it difficult for them to protect the property of either the railroads or the shippers. Inasmuch as the known losses to the railroads average a million dollars a month in addition to the losses shippers fail to report, it is evident the pilferers are busy in the Chicago switching district.

The special agents are striving earnestly to reduce these losses and no doubt will reap a greater success as they secure the co-operation of the authorities of Chicago and Cook county, which they seem to be winning. Grain shippers will surely be very thankful when they can load a car with grain, confident that all of the precious cereal will reach the hopper scale of the terminal elevator.

The splendid service rendered by Chicago's efficient Board of Trade Weighing Dept. has done much to reduce shippers' losses and make its grain market more attractive to grain dealers everywhere and the earnestness of the special agents insures still greater reduction in losses to the pilferers.

War Tax On Shipments In Transit Jan. 1.

The Commissioner of Internal Revenue issued a decision Dec. 6 to the effect that war tax on freight charges will be assessed and collected on shipments moving in transit at midnight Dec. 31 if transportation charges were prepaid before Jan. 1, regardless of when the shipment arrives at destination.

In cases of shipments moving on orders to collect freight from the consignee at destination, no tax will be assessed if the shipment arrives after Jan. 1.

The determining factor is the time when freight charges are paid. In the case of shipments diverted, reconsigned or milled in transit, each movement will be considered separately.

Refunding of taxes by railroad agents is to stop with business of Dec. 31 and claimants for refund are thereafter to be referred to the Treasury Dept.

Similar rulings were made with respect to taxes on passenger tickets.

The new law repeats the 3% tax on freight charges; the 1c tax on each 20c paid on an express shipment; the 8% tax on passenger fares; and the special stamp tax on parcel post shipments. No change is made in the present tax on telegraph and telephone messages.

A MEASURE has been approved by the Italian Council of Ministers extending from Dec. 1 to March, 1922, the period during which wheat may be imported duty free.

ANOTHER farmers' marketing organization, The Farmers' Federation of America, just organized in North Dakota, will extend invitations to farmers in various parts of the country to join it.

Two government reports on crops will be issued this month. The first will come Dec. 28, and will give final estimates on 1921 crops. The second, on Dec. 29, will give the acreage sown to winter wheat and rye and the condition of those crops Dec. 1.

Testing Elevator Scales.

The first requirement in any business that deals in commodities on a quantity basis is that measurements of quantity be correct. This rule, applied to the business of handling and transporting grain, means that weights must be accurate; and weights cannot be accurate unless the weighing mechanism itself is maintained in proper condition and intelligently operated.

These thoughts were in the minds of grain shippers, grain receivers and railroad companies for many years before there was worked out a plan to attack the problem in a systematic manner and according to a plan in which mutual helpfulness should be the keynote. When this plan was finally evolved it came from the southwest and was known as "The Oklahoma Plan" because the Oklahoma Grain Dealers Ass'n had much to do with originating it and placing it in operation. Resolved to its fundamentals, the plan is one that depends for its success on the combined efforts of grain shippers and railroads to maintain scales in condition to give accurate weights.

The railroads agreed to provide experienced inspectors and mechanics, supplied with the necessary equipment, to test the scales of grain shippers at intervals. This plan has now been in operation for several years and at the present time practically every railroad in the middlewest and southwest is prepared to test and make minor repairs to grain scales in elevators on its lines. In Oklahoma, Kansas and Eastern Nebraska the work has progressed more extensively than in other sections of the grain producing region, but perhaps this is as it should be, since the plan was born in that section.

Some of the railroads, notably the Rock Island, have gone farther than others in the work; but all of them have adopted it at least in part.

The elevator owner or operator is called upon to pay only a nominal sum for the service. The schedule of charges which has been agreed upon by the railroads and the grain dealers ass'ns in the states where agreement has been reached is as follows:

FEEES FOR TESTING SCALES.

Track Scales.

Charge per test per scale when one scale is inspected: For one test car, \$15; each additional test car, \$5.

Charge per test per scale when two scales are tested belonging to same individual or company at one plant or industry: For one test car, \$10; each additional test car, \$5.

Charge per test per scale when three or more scales are tested belonging to same company or individual at one plant or industry: For one test car, \$7.50; each additional test car, \$5.

Maximum charge per day or fraction thereof for one test car, \$15; two test cars, \$20; three test cars, \$25; four test cars, \$30.

Hopper Scales.

3,000 to 48,000 lbs. capacity, \$10.

48,000 to 96,000 lbs. capacity, \$15.

96,000 to 120,000 lbs. capacity, \$20.

Weights to 8% of capacity to be used. One-half above amount to be charged for each additional scale tested which is located in the same elevator. The full charge to apply to the scale of largest capacity tested in each elevator.

Wagon Scales.

Using weights to 25% of capacity, \$6.

Auto Truck Scales.

Using weights to 25% of capacity, maximum 10,000 lbs., \$8.50.

Dormant Scales.

For self contained platform scales, using weights to 25% of capacity, \$5.

Automatic Scales.

Using weights to 25% of capacity, \$5.

Portable Scales.

Using weights to 25% of capacity, \$3.

Note: These charges do not include cost of labor and other expenses incident to the handling of weights, which shall be borne by the owner of the scale.

If any repairs or adjustments are made, an additional charge of \$2 per hour will be assessed to cover time of scale inspector, plus cost of material unless this is furnished by owner.

The railroad scale inspectors are traveling about their designated territory constantly, making tests for any elevator owner who de-

sires them. Their mission is not to force a test, and the elevator owner may refuse to permit the work if he desires to do so; but certainly there could be little good reason for refusal. The inspector tests the scale for accuracy, and if he finds an error that can be corrected he makes the correction. In many cases inspection crews have almost rebuilt scales, but in the case of major faults the repairs generally call for factory service. Inspectors also give advice and instructions in methods of caring for scales, and when their work is completed a certificate is issued to show the date and results of inspection. It does not follow that weights obtained on inspected scales will be accurate at all times thereafter, but it does establish definitely the condition of the scale at the time of inspection. If the elevator operator will care for the scale as he has been instructed to do, and if he will operate it properly, weights obtained over it should be correct.

Grain shippers who desire this service should communicate with the division superintendent of their railroad. In most cases he can arrange to have his company's test car do the work and if it happens that the carrier in question does not perform such service there is nothing lost thru having tried to obtain it.

on to say: 'Well, I guess then you won't receive any shortages on the lot of oats I shipped out of my house some 3 or 4 months ago. After these oats were shipped out I found 3 or 4 hundred bushels of oats in my elevator bins, which, investigation showed, had leaked from defective loading spouts, and I have been expecting a visit from you in regard to the shortages on these cars.'

Now, suppose this terminal weighmaster had been co-operating with the weighmaster at the receiving market, the advantage would have accrued through such co-operation is too apparent to need further comment.

The thought is that if the members of the Weighmasters-Scalemen's Conference will only strictly carry out the obvious intent of the regulations of their association calling for "co-operation" between weighing departments, instead of isolating themselves, and ignoring one another, as they have evidently done in the past, I am certain that the beneficial results would be far reaching to all interested, including grain buyer, seller, loader, unloader, terminal weighmaster and carrier. The poem entitled "Efficiency" is well worth repeating:

We cannot get sufficiency
Of what they call "efficiency."
Improve your work is what they say,
Each year, each month, each week, each day.
We cannot get "efficiency"
Unless we seek proficiency.

This is the word they pass to me,
To you and all fraternity,
We want more work and less of play;
We want results, is what they say.
One hundred in "efficiency"
Will only be proficiency.

Now, what they want is just this thing,
They want our ears and heads to ring,
Excel, excel, ye weighers all,
In what to you and me they call
Proficiency, efficiency,
We cannot get sufficiency.

Ohio Considers Freight Rates.

The Dep't of Commerce of Ohio now has in progress a plan to study the present freight rate situation as it applies to grain and other farm products, partly with a view to determine how much of the present business depression is due to this cause, and to devise means for obtaining relief for farmers and grain shippers of the state.

W. H. Phipps, director of the dep't, invited Ohio elevator operators to a conference held in the Capitol Building at Columbus Dec. 5 and 6 to consider the matter, and Geo. J. Bolender, of Kalamazoo, Mich., has been employed to aid in the preparation of evidence to be presented later to the Ohio State Public Utilities Commission in support of a plea for reduction in rates.

At the hearing, the grain dealers were asked to submit data bearing on all phases of the question and this is now being compiled by Mr. Bolender.

Co-operation vs. Isolation in Weighing Matters.

[From an address by F. C. Maegly, A. G. F. A., Santa Fe Ry., before the Weighmasters-Scalemen's Conference at Chicago.]

Based on my understanding, the Weighmasters-Scalemen's Conference was organized for the purpose of bringing about greater uniformity of practice among terminal grain weighing bureaus to the end that there will be a higher degree of efficiency in grain weighing supervision everywhere. I am informed that your worthy Chairman, in calling the first meeting of the organization to order at Milwaukee, October, 1918, electrified the audience by reading a very appropriate and pretty little poem entitled "Proficiency, Efficiency, We Cannot Get Sufficiency." Am told this poem was received with a round of applause and so inspired one member of your organization that he forthwith introduced a regulation, under the caption "Co-operation and Co-ordination of Weighing Departments" which was enthusiastically and unanimously adopted. I shall take the liberty of reading this resolution for your edification.

"Whereas, with the demand that has been made that weighing departments be governed by rules and regulations looking toward greater uniformity of practice and methods, it would appear that greater intercourse between weighmasters would also be desirable, and would aid materially the cause of good weights; and

Whereas, it is to the mutual advantage of all weighing departments, as well as a duty they owe to the grain trade, that they keep in close touch with each other, by keeping each other advised on all matters that relate to, and concern the work of, the different weighing bureaus such as, for example, information pertaining to cured from weight outturns and results generated from weight returns and results generally, all of which obviously, would be of decided advantage to any weighmaster in locating and eliminating possible existing causes for weight differences; and

Whereas, such co-operation between weighing departments would, in itself, alone, be a step toward uniformity; therefore be it

Resolved, that grain weighmasters throughout the country be urged to communicate with each other on slight provocation; and that they freely open their hearts and records one to the other;

Resolved, that the Secretary be ordered to place a copy of this resolution in the hands of all grain weighmasters not in attendance at this meeting, and any others interested, who may be brought to his attention."

It is evident that this resolution contemplates the benefits to be derived by one weighmaster co-operating with another, in all matters that might affect the weights of carload grain. However, based on correspondence that has passed through my office, and on answers to letters that I have mailed to different grain weighing organizations, I am led to believe that the spirit of the resolution has been lost in the shuffle. To illustrate, in checking the weights of car from terminal market "A" to terminal market "B", I found differences over, and differences short, well beyond the point termed "normal" by weighing authorities. I am referring now to differences, over and short, on clear record cars. But, when handling with the Weighing Departments involved I found that my report of these differences apparently was the first intimation either had that there were any excessive discrepancies, over or short, on such cars. Delving further into the matter, I learned that, frequently, initial terminal weighing departments are aware that cars are being loaded for other terminal markets, and, also, that receiving terminal markets are often aware of the fact that the cars they are weighing are from known terminal weighing departments; and in spite of your excellent resolution on co-operation, I fail to find evidence indicating that either the initial or destination weighing department has concerned itself with the outcome of cars weighed by it.

It is well known by terminal grain weighmasters that, aside from possible loss of grain in transit by leakage or theft, and aside from possible losses in weight due to shrinkage in handling grain to and from cars, weight differences are often caused by scales being out of adjustment, by scales binding, by garner or scale slides failing to close tightly, by loading spouts leaking, and by grain going astray between scale and car and scale in various other ways, and by other causes too numerous for me to enumerate in this paper. It is also well known to you that any one of these conditions may exist, and continue to exist over varying periods of time, until finally discovered, perhaps, by a representative of the weighing department, or, perhaps, by a representative of the grain elevator concerned. I recall one incident, related to me by a terminal grain weighing department, which is worthy of repeating here, as it is pertinent to my subject. The story was about as follows:

"This weighmaster met the Superintendent of one of the large elevators at his market, and the Superintendent said to him: 'Have you received any shortages on cars of oats loaded out of my house?' This weighmaster replying in the negative, the elevator Superintendent went

[Continued in Middle Column.]

Feedstuffs

SHINNSTON, W. VA.—The Shinnston Feed Co. has succeeded James A. Robinson.

KENDALLVILLE, IND.—The new feed mill of the City Milling Co. is now in operation.

CEDAR RAPIDS, IA.—W. G. Chapman has purchased the business of the Kenwood Feed Co.

MUNNSVILLE, N. Y.—The Empire State Alfalfa Mills has completed a new mixing plant.

ALBANY, GA.—The feed mill of the Albany Milling Co. was destroyed by fire of unknown origin.

NEOSHO FALLS, KAN.—F. M. Denny & Sons Co. have placed their new feed mill in operation.

YORK, PA.—Maurice B. Smyser has bought the feed and grain business and warehouse of Strayer Bros.

MONROE, WIS.—The feed mill of the Henry Solomon Coal & Iron Co. was placed in operation recently.

MARLIN, TEX.—The Conyers Livestock & Feed Co. has been incorporated with capital stock of \$350,000.

COATESVILLE, PA.—John K. Handwork, who operated a feed mill here, and who was mayor of this city, died recently.

SPARTA, WIS.—The building and contents of the feed mill of Edward Genseline was considerably damaged recently by an explosion.

MINNESOTA TRANSFER, MINN.—The new feed mill of the American Linseed Co., of St. Paul, is now complete and ready for operation.

HUNTSVILLE, ALA.—Fire on Nov. 25 destroyed the cottonseed cake and flour mill of the Spring City Mill Co. Loss of about \$120,000 occurred.

DALLAS, ORE.—The Oregon Grain Co., of Turner, has taken over the feed business of Colwell & Welch and will operate it as the Dallas Feed Co.

THE WORD "Cacklemore" has been registered as trade mark No. 150,042 for use with chicken feed by the Speltz Grain & Coal Co., Albert Lea, Minn.

SPOKANE, WASH.—The feed mill of the Neil Bros. Grain Co. was destroyed by fire recently. Loss was about \$50,000, including approximately 600 tons of grain and feeds.

COUNCIL BLUFFS, IA.—The alfalfa plant which E. A. Wickman bought in bankruptcy proceedings of the National Alfalfa Products Co. has been placed in operation by the new owner.

FORT WAYNE, IND.—The Wayne Feed Co. has been incorporated with capital stock of \$20,000 to conduct a feed and grain business. E. K. Shalley, H. D. Egly and T. L. McGee are directors.

CLINTON, IA.—Geo. Hutchins has been appointed sales manager for the Champion Milling & Grain Co. Mr. Hutchins has been connected with the company in other capacities for some time.

Feed Movement in November.

Receipts and shipments of feed at the various markets during November, compared with November, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Baltimore, tons	1,353	1,674		
Cincinnati, tons	450	1,710		
Chicago, lbs.	31,191,000	26,915,000	78,813,000	57,432,000
*Kansas City, tons	2,160	3,560	11,660	7,860
Los Angeles, cars	239	337		
Milwaukee, tons	7,632	2,840	21,100	16,914
New York, tons	80	220	156	12,800
*San Francisco, tons	1,067	216		
St. Louis, sacks	36,590		276,060	
*Brn n.				

A STATEMENT showing the assets and liabilities of the Culbert Milling Co., Minneapolis, has been issued by Harrison Thompson, receiver. The Sheffield Elevator Co. has a claim amounting to \$38,460.

A CIRCULAR disk, shaded in a certain manner and printed upon a shipping tag, has been registered as trademark No. 149,799 by the Denver Alfalfa Milling & Products Co. for use with alfalfa meal.

MERRILL, WIS.—The Merrill Flour & Feed Co. has been organized by Erwin A. Pophal, formerly connected with the Lincoln Milling Co. A wholesale business in feed and other commodities will be done.

INDEPENDENCE, MO.—The May Grain Co. will install machinery for manufacturing poultry feeds. This will include a cracked corn grinder and separator, attrition mill, Eureka cleaner and separators, scale and motor.

A TRADE MARK consisting of the word "Buttercake" and showing a representation of a print of butter resting on a plate has been registered by R. M. Stegall, Chattanooga, Tenn., for use with dairy feed. No. 147,474.

A RESOLUTION opposing the organization of concerns to act as purchasing agencies for the retail dealers in feedstuffs was adopted at the recent convention held in Lansdale, Pa., by the Southeastern Pennsylvania Feed Merchants Ass'n.

ODON, IND.—We have installed a No. 8 Bowser Crusher and an 18-in. French burr mill, together with a sheller and cleaner, for the manufacture of feed. We also erected a small addition to our building for storage purposes. —Brady & Flint.

ROSSFORD, O.—The fire which recently occurred in the feed manufacturing plant of the Larowe Milling Co., was confined to one end of a 740-ft. warehouse. The principal damage was done by water, but the whole loss did not exceed \$15,000.

BUFFALO, N. Y.—Maxwell M. Nowak has resigned his position as pres. of the Broadway National Bank to give all his time to the affairs of the Nowak Milling Co., of which he is also pres. The milling company, which has a large feed mill at Hammond, Ind., expects to extend its feed dept. The administrative and executive offices will remain in Buffalo.

A HORSE SHOE upon which is printed the registrant's name, and which encloses the words "Service," "Product," and "Dependability," has been registered for use with cattle and stock feed by S. P. Davis, of Little Rock, Ark., under No. 149,949. The word "Steer-boy" has been similarly registered by Mr. Davis under No. 149,950 and "Beauty" under No. 149,952.

CHICAGO, ILL.—The Prairie State Milling Co., which was recently incorporated, has overhauled its plant, and it is to be enlarged and new corn milling and cleaning machinery is to be installed. H. J. Good, pres., W. F. Chamberlain, vice-pres., and director of sales, and F. J. Lodeski, sec'y and treas., have been engaged in the feed business for a number of years and are well known to the trade.

Exports of Feedstuffs.

Exports of feedstuffs during October, compared with October, 1920, and for the ten months ending with October, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	October		10 mos. ending October	
	1921	1920	1921	1920
Bran and middlings, tons	1,058	252	9,547	2,845
Cocconut cake and meals, lbs.	259,474	134,835	8,064,827	518,170
Corn oil cake, lbs.			4,131,472	42,500
Cottonseed cake, lbs.	50,546,592	10,563,924	335,856,246	134,031,151
Cottonseed meal, lbs.	14,094,322	5,385,345	125,716,082	12,842,726
Linseed meal, lbs.	1,230,040	937,656	19,568,984	9,627,464
Linseed cake, lbs.	44,563,503	23,970,791	448,345,949	163,350,052
Millfeed, tons	2,704	1,245	12,475	9,023

KANSAS CITY, Mo.—It is now expected that the new plant of the Corn Products Refining Co. will be ready for operation about Feb. 1. This will be one of the largest of the Company's plants, manufacturing a full line of corn products, and it will use about 20 cars of corn a day.

TOMATO seed may soon become one of the sources of feedstuffs. Recent experiments by the U. S. Dep't of Agriculture indicate that a valuable animal food may be obtained from the seeds of this common garden vegetable by pressing out the oil to obtain a form of cake. The oil itself, which constitutes about 22% of the seed, is valuable; while the cake which remains after the oil is expressed contains about 37% of protein. It is estimated that about 2,000 tons of tomato seeds are thrown away annually by manufacturers of catsup and other products.

MINNEAPOLIS, MINN.—The foreign demand for prompt shipment of oil cake continues. It was thought Europe was in such bad financial condition that there would be a poor demand for Argentine linseed and American linseed cake, but Europe has taken about four times as much seed as America and within a month has so advanced the price of cake that has reduced our oil values from four to six cents per gallon from what they were in late September. Unfortunately for safe figuring for future oil cost, the demand from Europe for oil cake is for prompt shipment only. —Archer-Daniels Linseed Co.

Feeding Pure Bred Draft Fillies.

Experiments in the feeding of pure bred draft fillies, which began in December, 1916, and ended May 3, 1920, are reported in Bulletin No. 235 of the University of Illinois Agricultural Experiment Station.

While the information contained in the bulletin is chiefly of interest to breeders of horses, some data is given that will be helpful to the dealer in feedstuffs and more especially to the feed manufacturer and mixer.

It was shown in the experiments that production of pure bred draft fillies will be most satisfactory when good pastures and legume roughages form the basis of the rations. It was found best to feed grain in comparatively small quantities during all seasons rather than in large quantities at one time and perhaps discontinue its use at other times. However, the most satisfactory and economical development was only obtained when pastures and roughage were supplemented by grain rations.

Of the grain rations fed, the one composed of 75% crushed oats and 25% bran proved most satisfactory. This was in comparison with grain rations containing 40% corn, 40% oats and 20% bran; another containing 50% corn and 50% oats; and still another containing 75% corn and 25% bran. Rations composed largely of corn were found adequate for the production of growth, but these did not produce fillies of such desirable quality.

Adulteration and Misbranding.

Under the Food and Drugs Act, the following judgments have been rendered recently in the United States District Courts for the Bureau of Chemistry:

The Interstate Feed Ass'n, Toledo, O., entered pleas of nolo contendere to a charge of labeling as "barley feed . . . manufactured only from pure barley. This feed contains no adulterants" a feed found to contain oat hulls and oat shorts, with little if any barley present. Fined \$30 and costs.

The Osage Cotton Oil Co. entered plea of guilty to information that bags of cottonseed cake marked to contain 100 lbs. gross, 99 lbs. net, actually contained less than the stated quantity. Fine of \$200 and costs was imposed.

Shipments of cottonseed cake and meal made by the Kyle Oil & Gin Co., Kyle, Tex., and labeled to indicate 43% protein, were found on analyses to contain only 39.94%,

40.94% and 39.65% of protein, respectively. Fine of \$50 and costs was imposed. In another case, this company was fined a similar amount for failure to mark the quantity of contents on bags of cottonseed meal.

The Shelby Oil Co., Shelby, Miss., was fined \$100 and costs for labeling cottonseed meal bags to indicate net weight of 100 lbs. whereas investigation showed the net weight of 10 of the bags to average 93.8 lbs.

The Security Mills & Feed Co., Knoxville, Tenn., labeled bags of dairy feed "100 lbs. net." Examination of 100 bags of a shipment showed an average net weight of 96.7 lbs. each. Fined \$100 and costs.

Labor Board Restrained from Publishing Decision.

A temporary injunction restraining the U. S. Railroad Labor Board from publishing a decision to the effect that the Pennsylvania Railroad Co. has violated an agreement with its employees was issued at Chicago Dec. 9 by Federal Judge K. M. Landis.

The injunction is the outgrowth of an agreement between the employees and officers of the railroad on shop working rules. Notices were sent to all employees of an election on certain dates at which the men would choose representatives to confer with representatives of the Company to formulate an agreement governing work in the shops. The election was held, committees chosen and the rules formulated. The American Federation of Labor protested to the Labor Board against the election, alleging the railroad should have permitted employees to vote for labor unions instead of individuals to represent them. At the time of the election the railroads made it clear to employees that no objection would be raised to the choice of union men as representatives, but that unions as organizations could not be chosen. It was required, also, that bona fide employees of the railroad be elected to the committees, and the unions objected to this because it barred non-employee business agents.

The Labor Board upheld the contention of the unions and ordered another election. The Pennsylvania objects to this order and has practically ignored it. On Aug. 1 the Board ordered the Pennsylvania to continue in effect the national working agreement instituted when the roads were under federal control, and the injunction is to restrain the Board from publishing a decision citing the railroad as a violator of this order.

This action of the Pennsylvania in seeking the injunction is expected to lead to other moves questioning the legality of the Board's existence. It is contended that in numerous instances the Board has exceeded its authority and in the case of an order affecting the Atlanta, Birmingham & Atlantic R. R. a federal court has held the Board in error. In this case, the Board had ruled against the railroad after a wage cut had been put into effect. Later the railroad was placed in the hands of a receiver, and the federal court upheld the wage reduction, declaring that no company, corporation or individual can be forced to pay money if it or he does not have and cannot earn.

The Pennsylvania, in the present case, contends that the Board in its order has gone beyond public policy and attempts to manage the road in a way that is injurious to owners

of the property and to the public, that there is no question of wages or welfare of employees involved, and that the ruling is in the interest of the labor unions and attempts to force a closed shop on the railroad.

The International Wheat Conference.

The Royal Grain Inquiry Commission at its meeting Nov. 29 at Winnipeg, Man., heard a report by Judge Hyndman that a cable message had been received the day before from the Prime Minister of Australia assenting to the Commission's proposal for a conference of wheat exporting nations looking towards a stabilization of prices.

Replies already had been received from the United States government and the various governments of Australia expressing sympathy with the proposal.

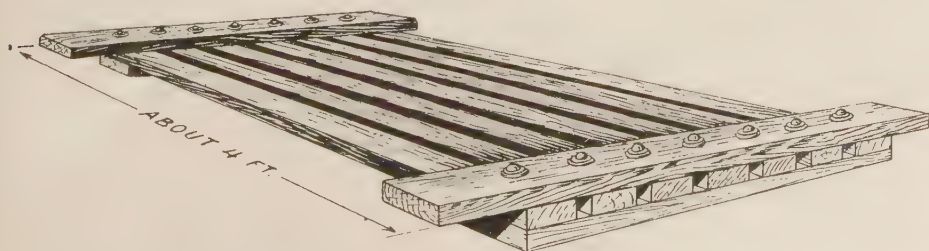
With all due respect to the honorable commission its ideas on price fixing are sadly out of date. Any attempt at stabilization of an article of necessity will prove to be a political boomerang, since the beneficiaries are always fewer in number than the consumers of wheat. The government that makes the loaf of bread cost more can not hope to live, and in a free country the administration would be turned out of office by the popular vote at the next election.

Safety Runboard.

The use of boiler iron or flat wood runboards between the elevator or warehouse platform and the freight car has proven unsatisfactory because they can not be securely fastened, the vibration of trucks over them causes them to shift and eventually fall; on rainy or snowy days they are doubly dangerous, and they have no guides on the sides to prevent trucks from running off.

A safety runboard designed by the Integrity Mutual Casualty Insurance Co., and shown in the engraving, has the advantages of being adjustable, can be opened or closed to suit the various car widths, is locked in position, is locked tighter by vibration, does not become slippery in wet weather, has guides on the sides to prevent trucks from running off, and the floor of the runboard is flush with the floor both of car and of loading platform so that no jar or bump is caused by running the truck upon it.

The top and bottom support planks consist of 2x6's, cut to proper lengths. The top plank should be 16 inches longer than the bottom plank, to provide for an 8-inch bearing on each side. The end holes for bolts in the top plank should be in the center of the plank, about 10 inches from each end. The intermediate holes are spaced at about 5 1/4-inch centers. The holes in the bottom planks can be located or spotted from the top plank. The floor boards consist of 2x4's of equal length, usually about 4 feet. The holes should be 3 inches from the end in the center of the plank. One-half inch or 5/8-inch bolts about 7 1/2 inches long are required. Four washers should be used, two under the head of the bolt and two under the nut. After the bolts, nuts and washers are in place, the ends of the bolts should be burred or riveted over, to prevent the nuts from coming off. When placed in position the open spaces shown in the engraving are closed, making a tight floor.



Safety Runway to Car Door.

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XX

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Universal Grain Code, the most complete code published for the use of grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages contain 14,910 code words for grain trade terms and expressions; no two near enough alike to cause confusion. Bond paper, flexible leather, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code, revised, with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3 1/2 x 6 inches, 77 pages, \$2.00.

Riverside Code, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

Baltimore Export Cable Code, most popular and simplest code for export trade. Bound in red leather, third grain edition, 413 pages, size 7 x 9 1/2 inches, \$15.00; fourth edition, for grain, stocks, bonds and general merchandise, 160 pages, 6 1/4 x 9 inches, \$15.00.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

Grain Dealers Journal

309 S. La Salle Street,

Chicago, Ill.

Grain Carriers

NAVIGATION on the St. Lawrence River ended for the season Nov. 25.

IDLE FREIGHT CARS on Nov. 23 totaled 385,973, an increase of 61,287 over the figures of Nov. 15.

ALL RAILROADS having tonnage agreements with foreign steamship lines have given the Shipping Board assurances those agreements will be abandoned.

RATES on grain from Canadian points to Vancouver for export have been reduced voluntarily by the Canadian Pacific and Canadian National railways.

THE REDUCTION on intrastate rates on grain and hay in Missouri has been extended from Nov. 20 to Dec. 10 by the Missouri Public Service Commission.

OVER 33,000,000 bus. of grain are in the Buffalo harbor, or on its way for winter storage. The winter storage fleet contained 43 vessels several days ago, with more coming.

MOTOR BARGE No. 104 was damaged in the barge canal at Fulton, N. Y., while on her way to Buffalo with a cargo of Canadian wheat. The grain also was damaged.

GRAIN EXPORTERS and operators of steamships out of Gulf and Atlantic ports recently held conferences to consider service and other matters of mutual interest at St. Louis and Kansas City.

THE FIRST bulk shipment of barley from San Francisco Bay was taken from the Oakland elevator recently by the motor ship Bolivia for the United Kingdom. It consisted of 1,400 tons.

STORAGE of grain in boats at Manitowoc, Wis., will be resumed this season. A steamer that arrived light recently took a cargo from an elevator to hold for the winter. Others will do likewise.

ELEVATORS at the Canadian head of the lakes worked at maximum speed the last few days of navigation to get out all the grain contracted for winter storage in vessels at lower lake ports.

PACIFIC COAST district directors of the Shipping Board are now authorized to meet rate competition without referring the matter to Washington unless the lower rates will result in serious financial loss.

OFFICIALLY, navigation on the Great Lakes closed Nov. 30. Regular insurance expired then, but by paying an extra premium for insurance it was possible to move cargoes thereafter and up to Dec. 12.

THE SCARCITY of storage space at Chicago forced one firm to charter vessel space for winter storage at Chicago of 1,000,000 bus. of grain. The rate was 3½c per bu., and either corn or oats will be stored.

TRANSIT privileges can not be extended by order of the Interstate Commerce Commission to shippers on respective lines of carriers who have joined in granting joint rates, is a decision of the United States Supreme Court Dec. 5.

SUIT has been filed in the U. S. District Court in Cincinnati by the Big Four Railroad to recover \$3.61 alleged to be due as balance of freight charges on a carload of flour received by the Siebald Grain Co., Middletown, O., in Jan. 1917.

TRANSIT PRIVILEGES on grain in domestic elevators at Baltimore have been approved by the Trunk Line Ass'n on application made by the traffic bureau of the Baltimore Chamber of Commerce to the Pennsylvania and Baltimore & Ohio railroad companies. These transit privileges will become operative at Pennsylvania R. R. Elevator No. 2 on Dec. 26 and at the Mt. Clare Elevator of the B. & O. shortly thereafter.

TRANSIT PRIVILEGES have been granted on grain at Ogden, Utah by the Denver & Rio Grande R. R. The tariff, which became effective Nov. 25, applies on shipments originating east of Salt Lake City and destined to points west, milled in transit at Ogden.

THE BARGE CANAL in New York State will be kept open until Jan. 1, if weather conditions permit. This will be the latest date of closing in the canal's history. Ice breakers may be used, if necessary, to permit navigation to continue.

A RECORD was established in the quantity of grain cleared from ports at the Canadian head of the lakes when 20 vessels hurried to get away within the time limit specified in insurance policies. Over 5,316,000 bus. was taken out in one day.

TOLEDO is regaining its former status as a lake port. One vessel agent reported recently having made arrangements for 12 large grain boats, with cargoes of Canadian wheat and oats totaling more than 3,000,000 to go in winter storage at that port.

SURPLUS freight cars averaged 213,523 daily in the week of Nov. 15 to 23, as compared with 140,189 the week of Nov. 8 to 15, or an increase of 73,334. The daily average shortage was 393 for Nov. 15 to 23, compared with 1,806 the previous week.

CLAIM for exemption from taxation on the grain elevator located at the old Anchor Line Docks, Erie, Pa., has been made by the Pennsylvania R. R. Co. It has been considered by the city council and decision is to be made later. The elevator is assessed at \$140,000.

REDUCTION from 33c to 28c per 100 lbs. of the freight rate on grain from stations in the Okanogan Valley district to Seattle and Tacoma has been asked for in an application filed with the State Dept. of Public Works of Washington. A hearing was held Dec. 1.

SHIPMENTS of grain and grain products destined to points in the Republic of Mexico, Jimenez and south, will take the same rate via El Paso or Laredo, Tex., effective Dec. 22. The effect of this recent change is to make the former Laredo rate effective also via El Paso.

A protest against the Hague rules was voiced at a meeting of the grain trade at London recently. They pledged themselves to exclude these rules from contracts. Clauses 4, 5, 6 and 7 release the carrier from his fair and equitable responsibility, throwing the burden on the shipper, in the "Received for Shipment B/L."

THE STEAMER *Aragon* went ashore on Salmon Point, between Oswego and Kingston, on Lake Ontario, with a cargo of corn. A wrecking outfit took off part of the cargo, but high winds prevented further operations and the boat was expected to go to pieces before work could be resumed. There have been several similar accidents on the lakes recently.

EQUIPMENT trust certificates held by the government and covering expenditures for equipment bought for railroads during the period of government control, are being sold by the Director General of Railroads with the approval of the President. Sales are being arranged by the War Finance Corporation, and all are being made at par plus accrued interest. On Nov. 25 the total sold was \$117,529,000.

COARSE GRAIN RATES of 76c from points in group F and 64c in group G were held unreasonable by the Interstate Commerce Commission in complaint of the Van Dusen Harrington Co. et al vs. the Canadian Pacific Ry. Reparation was ordered to the basis of 61c. Points of origin were in Minnesota, the Dakotas, Nebraska, Kansas and Iowa and destinations in Montana, Idaho, Oregon and Washington. Sixty-one cents was found to be the eastbound rate and westbound rates were held unreasonable because they exceeded the increase of June 25, 1918, from 50c to the wheat rate basis.

MONTREAL harbor was closed Dec. 8 for ocean going vessels. The St. Lawrence River was still running clear of ice at all points between Montreal and the sea.

THE OVERHEAD rate of 43c from Minneapolis to New York on wheat and flour will be the subject of a hearing to be held by the Interstate Commerce Commission in Chicago Dec. 12.

A REQUEST from shippers that individual carriers in Texas be permitted to amend their transit rules so that a mixture of state and interstate tonnage of all commodities that are permitted to move into transit points was made to the Texas Tariff Bureau recently. A hearing was held at Dallas Dec. 8 to consider the proposal.

THE APPLICATION of the Golden Belt Railroad to build a line from Great Bend to Hays, Kan., and eventually into Nebraska, has been rejected by the Interstate Commerce Commission on the ground that there is no public necessity. The line was proposed by persons living in the territory to be served, and all stock was to be owned by cities and townships along the route.

INTRASTATE rates would be left entirely to control by the states under a bill now pending before the Senate committee on interstate commerce. Hearings have been held by the committee and members of the Interstate Commerce Commission have been heard, as well as officials of the railroads. The bill would also repeal the statutory rate making rule provided in the Transportation Act.

SENATOR CUMMINS at the recent Senate hearing on repeal of section 15-a said, "I have asked a number of farmers if they were willing for Congress to make an appropriation for the railroads to continue giving service. I never found one who was willing to do that." Walter L. Fisher said, "You have diagnosed the situation correctly. The people do not want to support the railroads by taxation."

LOWER FREIGHT RATES in Canada are desired by the Board of Trade of Regina, Sask., the directors of which recently went on record as not being satisfied with the recently announced 10% reduction in those rates. The shipping committee of the Board of Trade was instructed to prepare data for submission to the Dominion Railway Commission asking for immediate return to the rates in effect prior to Sept., 1920.

A HEARING was held at Kansas City Dec. 8 by the Interstate Commerce Commission on complaint of the Kansas City Board of Trade and the St. Joseph Grain Exchange in which it was asked that the same rates on grain be made to apply thru Duluth from Kansas City and St. Joseph as now apply from Omaha and Council Bluffs. On Dec. 9, a hearing was held on the attempt of the Rock Island and Frisco to cancel joint rates between stations in Oklahoma and stations in Kansas and Nebraska.

RATES on grain originating on the Lake Erie & Western R. R. and destined for trunk line and southern territory are discriminatory against Indianapolis, and in favor of Noblesville, Ind., it was decided Nov. 25 by the Interstate Commerce Commission in a complaint submitted by the Indianapolis Board of Trade. Carriers participating in the traffic were ordered to revise schedules and regulations to permit grain to be milled in transit at Indianapolis on the same basis that the privilege now is given at Noblesville.

SUIT was started recently by the Soo Line to collect freight charges from the Washburn-Crosby Co. on wheat from Portal, N. D. and Noyes, Minn., moved in December, 1920, and January, February and March, 1921. Judgment for \$26,075 was asked. The Washburn-Crosby Co. admitted owing \$25,207 of the amount, and offered to pay. The judge of the U. S. district court signed an order authorizing payment of the admitted amount, but explained its payment would not affect the legal status of the additional amount claimed but not admitted.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. B. & Q. in Sup. 29 to 3457-H and Q. O. & K. C. 112-I names rules and regulations affecting reconsigning, stopping in transit, etc., effective Dec. 30.

Western Trunk Lines in Sup. 8 to 1-P gives rules, regulations and exceptions to classifications, including minimum weights on grain and grain products and transit rules, effective Jan. 1.

Shelby Northwestern in Sup. 3 to tariff No. 7, in connection with Shelby County Ry. and C. B. & Q., names rates on classes and commodities, including grain, between stations on those lines, effective Dec. 30.

C. F. A. in Sup. 31 to 245 suspends as of Dec. 6, account close of navigation, rates named in tariff on grain, grain products and by products via Cleveland & Buffalo Transit Co. and Detroit & Cleveland Navigation Co.

C. F. A. in Sup. 3 to 245-A suspends as of Dec. 5, account close of navigation, rates named in tariff on grain, grain products and by products via Cleveland & Buffalo Navigation Co. and Detroit & Cleveland Navigation Co.

C. & E. I. in Sup. 32 to 8650 names joint and proportional rates on grain, grain products and by products, also cotton seed, cotton seed ashes and cotton seed hull bran from stations on its lines to points in N. Y., Ohio, Pa., W. Va. and Canada, effective Jan. 1.

A. T. & S. F. issues a suspension supplement in Sup. 14 to 7481-G, joint freight tariff on grain and seeds, from stations in Colo., Kan., Mo., Okla., also Superior, Neb., on its lines, those of the G. C. & S. F. and Leavenworth & Topeka R. R. to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn., and Texas, effective Nov. 27.

C. B. & Q. in Sup. 11 to 1362-L names commodity rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations in Ill., Ind., Ky., West Bank Mississippi River Points (Dubuque to St. Louis, Inc.), also Green Bay, Kewaunee, Wis., also to points east of the Ill.-Ind. Stage Line or south of the Ohio River, effective as shown.

C. & E. I. in Sup. 10 to 622-G names local, joint and proportional rates on grain, grain products and grain by products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, broom corn seed, hungarian seed and millet seed and red top seed chaff from stations on its lines, also Henderson and Owensboro, Ky., Cairo (via M. & O.), Joliet (via E. J. & E.) and Mokena Transfer, Ill. (via C. M. & G.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa., and Wis., effective Jan. 1.

Railroads Lack Equipment.

More miles of railroad have been abandoned in the last four years than have been built, while since 1907 there has not been anything like an approach to adequate maintenance of equipment, it is shown in the annual handbook of the Bureau of Railway News and Statistics.

Normal conditions require the building and installation of at least 3,000 locomotives yearly, but the number reported built in 1920 was only 2,022 and the number placed in service was 2,162, while 1,334 were retired. This left the railroads with only 828 new locomotives on hand Jan. 1, 1921, with the balance of tractive power from one to fifty years old, and half of it in a stage of obsolescence unparalleled in the history of American railways.

The freight car situation is equally unsatisfactory. Where more than 100,000 cars a year are needed to replace the normal percentage worn out and destroyed in service, only 60,955 were reported built in 1920 and the number of bad order cars on June 15, 1921, was 346,861, or 15%.

The situation is ascribed to federal control and "its riotous expenditures of railway revenues on everything except maintenance of

equipment or way and of morale."

When business revives, there will be the old cry of insufficient and dilapidated rolling stock.

I. C. C. Prescribes Export B/L.

The Interstate Commerce Commission issued rules and regulations Dec. 2 prescribing a form of thru bill of lading to be used by carriers subject to the Interstate Commerce Act in connection with ocean carriers of American registry from points in the United States to foreign countries. The new rules are to be put into effect on or before Feb. 15 on not less than five days' notice.

Inland carriers challenged the authority of the Commission to do more than to prescribe the form as distinguished from the substance of the bill of lading, but the Commission in its opinion stated:

"We are of opinion that our power to prescribe rules and regulations, not consistent with the (interstate commerce) act, which shall constitute and determine the form of the bill of lading, covers the terms or tenor of that instrument and is, as to the transportation until delivery to the ocean carrier, adequate and complete. And the intent of Congress to require a uniform thru export bill of lading and to have the terms thereof prescribed by us seems clear."

The Freight Rate Situation.

The freight rate situation is just now very much muddled. There is in effect an order of the Interstate Commerce Commission directing the carriers in western, mountain and Pacific territory to make reductions approximating 16%, as reported on page 724 of the Journal for Nov. 25. This reduction is to be made on or before Dec. 27.

In addition, the Commission will begin holding hearings Dec. 14 to consider the whole subject of freight rates to determine what further reductions may be made. The order for this hearing makes no specific reference to grain rates, or to rates on any other commodities but it does set forth a long list of questions which shippers and carriers will be expected to discuss. It will include passenger fares as well as freight rates.

On Dec. 3 the Commission gave the carriers permission to file, voluntarily, their proposals for a 10% reduction in the rates of practically all farm, range and orchard products which they desire to make effective thru-out the country except in New England. The order for the approximate 16% reduction in western, mountain and Pacific territory was not cancelled, and for the present two propositions stand side by side; altho the one is in the effect of a formal order and the other only a proposal from the carriers. Obviously, it would appear to be the intention of the carriers to substitute the 10% reduction for the one ordered by the Commission, but what will be the outcome remains to be seen. Chairman Reed of the Kansas Public Utilities Commission has indicated that his body will protest such a substitution.

On Dec. 9, the Interstate Commerce Commission announced that new arguments will be heard beginning Dec. 14 on the order prescribing reductions in the Western Rate Case. This would seem to indicate that the first gun fired in the general hearing will be on grain rates.

The only course shippers can pursue while these matters are being worked out is to proceed with caution and endeavor to refrain from making commitments that might be adversely affected by possible changes in rates.

On Dec. 10 the matter came up for hearing. The Labor Board asked for time to consult with the Dep't of Justice, saying its legal advice must come from Washington, and Judge Landis consented to delay the argument of the case until Dec. 21.

It was indicated, also, that an attack may be made on the constitutionality of the act creating the Board.

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Supreme Court Decisions

One-Sided Agreement is Not a Contract.—

An agreement to sell wheat, which contained no promise of the buyer to accept, and which was not "closed by the buyer," cannot be sustained.—*McCaull-Webster Elevator Co. v. Root*. Supreme Court of Montana. 201 Pac. 319.

Ship Liable for Short Shipment.—The master of a ship, when he issues a B/L for goods, must make delivery of all the goods admitted by the B/L to have been received, and, when a shipowner signs a bill acknowledging the receipt of a specific quantity of goods, he is bound to deliver the full amount specified, unless he can show that the whole or some part of it was in fact not shipped; the burden of establishing a short shipment being on the vessel.—*Scott v. W. R. Grace & Co.* U. S. Circuit Court of Appeals. 275 Fed. 340.

Industrial Switch Must Be Justified by Business.—Under section 33 of article 9 of the Constitution of Oklahoma, the Corporation Commission is not justified in issuing an order to require a railway company to maintain a switch for the benefit of any person, firm, or corporation owning or operating any coal, lead, iron, or zinc mine, or any sawmill, grain elevator, or other industry, unless it appears from the showing made that the amount of business produced by such mine, saw mill, elevator, or other industry is sufficient to justify the same.—*C. R. I. & P. Ry. Co. v. State*. Supreme Court of Oklahoma. 201 Pac. 260.

Buyer's Waiver of Inspection.—A consignee of goods, who is required to pay for the same before delivery, is entitled to inspect the goods before receiving the same and paying therefor. He may waive this right, however, by paying for the goods and receiving them before such inspection, and in case he does so he cannot, upon later deciding to reject the goods, require repayment of his money to him from a bank who is the assignee in good faith of a draft for the purchase money with B/L attached. His remedy, after paying the draft and receiving the goods, is an action against the seller for damages.—*Old Nat. Bank of Waupaca v. People's Bank*. Supreme Court of Appeals of West Virginia. 108 S. E. 716.

Evidence Admissible in Suit on Fidelity Bond.—In an action on a fidelity bond which required plaintiff to give prompt notice whenever a defalcation was discovered, letters from plaintiff's attorneys to defendant were admissible for the purpose of proving such notice although they contained statements of the amount of defalcation. The admissions of the principal in the bond concerning his defalcations, made to plaintiff's officers when they discovered and were investigating his misdoings and when he was still in plaintiff's employ, were admissible in evidence against defendant, his surety.—*Farmers Co-operative Exchange Co. of Good Thunder, Minn. v. U. S. Fidelity & Guaranty Co.* Supreme Court of Minnesota. 184 N. W. 792.

"Drafts," "Trade Acceptances."—Where a bank, at the request of one of its customers, notifies another bank that it will pay another person's draft upon him with B/L attached, and the bank thus notified, acting solely on the faith of this promise, advances to the drawer the money represented by the draft, the bank making the promise is liable to the other bank as on an original undertaking within the scope of its general business, and its status is not that of a mere surety, pledging its credit solely for the benefit of the drawee. In such a transaction the promise of the drawee to protect the draft is not to be taken as made to the drawer, or to the bank making the advance, but as given to his own bank, which, in consideration of credit thus extended by it to its own customer, and in furtherance of the agreement made by and between them, has agreed directly and alone to repay the advance to be made by the other bank.—*Ennis v. Coshocton Natl. Bank*. Court of Appeals of Georgia. 108 S. E. 811.

Bank Liable on Promise to Pay Draft.—"A draft is an open letter of request from, and an order by, one person on another to pay a sum

of money therein mentioned to a third person, on demand, or at a future time therein specified. A 'draft' at the present day is the common term for all bills of exchange. The words 'draft' and 'bill of exchange' are used indiscriminately." 3 Words and Phrases, First Series, p. 2196. The fact that a paper in the above form, accepted by the person on whom it is drawn, is called a "trade acceptance" does not affect its character as a draft or bill of exchange. Whatever it may be called, it is in fact and law a negotiable instrument, and, as such, is protected in the hands of a bona fide holder for value, who purchased it before it was due and without notice of any defect or defense by the maker, acceptor, or indorser, except as to the defenses expressly allowed by the statute. Civ. Code 1910, § 4286.—*Bank of Lumpkin v. People's Bank of Athens*. Court of Appeals of Georgia. 108 S. E. 835.

Carrier Liable Before Loaded Car Has Been Moved.

The Farmers Elevator Co. of Kingsley, Ia., through its attorneys, Owen L. Coon and Alexander W. Jamieson, recovered a verdict for \$1,933 against the C. & N. W. Ry. Co. recently. Inasmuch as the suit was bitterly contested in a trial lasting three days, the outcome is pleasing.

The suit involved a shipment of corn from Kingsley to Council Bluffs which was destroyed by fire. The shipment was billed out on a Saturday morning in July, 1919, and was due to leave Kingsley on a freight which ordinarily passed thru the town about three hours later. The freight train in question was wrecked partially two stations east of Kingsley, but the front end of the train without any caboose passed through the town of Kingsley going west in the direction in which the car of corn should go toward destination later in the day, but failed not only to pick up the car of corn in question, but also did not pick up any other freight between the place of the wreck and its final destination, Sioux City, Iowa. Early Sunday morning the elevator was burned to the ground and the car of corn standing beside it was also consumed. The railroad company contended that lightning struck the elevator and that it was therefore relieved of liability on the ground that the loss occurred as the result of an act of God.

The entire case centered around the question as to whether lightning did cause the fire and whether the railroad company was guilty of any negligence co-operating with the Act of God which would hold it liable, even if an Act of God was proven.

The railroad company in line with its usual policy is still fighting vigorously for new trials and appeals, but it appears that the attorneys for the plaintiff can stick at a thing just as hard as the railroad can, if not a little more so. The verdict goes to show that when grain

shippers have a good claim, and it gets into the hands of the right party, they are sooner or later going to get their money.

Future Contract Held Good.

H. Spitzer, farming 1,000 acres near Edgeley, N. D., and owning 1,000 acres in Canada, persuaded Ernest Steel, manager of the Pomona Farmers Elevator Co., at Edgeley, in March, 1917, to sell 10,000 bus. of rye for future delivery thru the Tenney Co., on the Minneapolis Chamber of Commerce, at about \$1.49 per bushel.

Spitzer had been in the real estate business, had 7 years' experience as a grain buyer, and was a stockholder in the Pomona Co., which later was succeeded by the Edgeley Co-operative Grain Co.

By April 20 the market had advanced so that the trade showed a loss of \$4,000, and in July Spitzer bot in thru the elevator company 10,000 bus. of rye at \$2.05 per bushel, making the approximate loss \$5,505.

Spitzer expected a crop of 12,000 bus. of winter rye on his 800 acres sown to rye in the fall of 1916 and tried to get Steel to contract to buy it; but Steel said he could not contract it but that it might be handled as a hedge. In October, 1917, Spitzer hauled in 2,513 bus. of rye which was sold at \$1.67, and the elevator company gave him a dollar a bushel on account and loaned him other money for which he gave a promissory note for \$4,000.

When Spitzer refused to pay the note the company brot suit and defendant alleged it was speculation.

The Supreme Court of North Dakota, deciding in favor of the elevator company, Oct. 17, 1921, said: The Elevator Company was at all times acting for the defendant in the hedging transactions. Defendant had the prospective crop of rye which, if normal, would exceed the number of bushels sold on the market for him by the Elevator Company, and which we think the record clearly shows was intended to be delivered to fulfill the contract of the sale of the 10,000 bushels above referred to. If this be true, and we think it is, the transaction was not a gambling one, but purely a hedging transaction, which is not unlawful, and does not partake of the nature of gambling. It is not difficult to perceive that defendant authorized the sale of the 10,000 bushels so that he would be assured of a good price for his crop of rye when it was ready to market, and that he expected to have more than that amount of actual rye at the maturity of his crop.

He evidently expected that rye would be a great deal lower in price at marketing time than it was in March, the time of the transaction, and by selling the 10,000 bushels, and by being able to transfer the same on the market from July to September, the time would then have arrived when he could deliver an amount of rye equal to that which he had sold, and if at the time of the delivery the market price of rye was only \$0.75 per bushel, it is not difficult to see that he would have gained about \$0.75 per bushel by the transaction. But, unfortunately for the defendant, and contrary to his expectations, rye was not a lower price at the time he expected to market same, but continued to advance over the price for which he had sold the 10,000 bushels until it reached \$2.05 per bushel.—184 N. W. Rep. 880.

Attempt to Enforce Contracts.

Much has been said and written in recent months about contracts requiring the selling of a grower's products to or thru an organization of which he is a member, and with which he has entered into an agreement covering disposal of his crops.

Action has been started by one such organization, the Riverside Alfalfa Growers Ass'n, of Perris, Cal., to recover \$600 as liquidated damages from one Harry Franke. It is alleged that Franke sold 200 tons of hay in violation of the contract he had entered into with the Ass'n. In addition to the \$600 sued for, \$250 is asked as attorneys fees; and an accounting is demanded from Franke on all hay produced and sold by him since June 30, 1921. Damages of \$3 per ton is asked on hay shown in such an accounting.

Another organization, the Washington Hay Growers Ass'n, is experiencing something of the same difficulty in inducing its members to sell their hay according to contracts, it is reported. Suits may result here, also.

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Brown started out without a cent;

He's rich now and still rising,

Some say 'twas luck; some say 'twas pluck;

Brown says 'twas advertising.

Cos says: "Business is good. Every man I have called on this week said he was too busy to see me."

Bloomington, Ill.—The firm name of the Corn Belt Engineering and Construction Co. has been changed to the Eikenberry Construction Co.

Portland, Ore.—F. A. Pickett, for some time connected with the Great Western Mfg. Co., Leavenworth, Kan., is now sec'y-treas. of the Armstrong Mfg. Co. of this city.

Bloomington, Ill.—H. Z. Ballinger having withdrawn from the firm of Ballinger & McAllister, the firm name of the company has been changed to P. F. McAllister Co.

New York, N. Y.—The jail sentences imposed on members of the "tile trust" for violating the federal anti-trust law will have the approval of the building public and should have a salutary effect toward restraining crooks in the material trades for whom a fine has no terrors.

Sullivan, Ind.—The plant and equipment of the Mutual Truck Co. will be offered at public sale by the receiver Dec. 22. The sale will include 12 acres of land, with siding to the C. & E. I. and I. C.; a large modern brick building with steel truss roof, together with all tools, materials and parts for building a 2½-ton motor truck. E. D. Maple is the trust officer in charge for the 1st Nat'l Bank, receiver.

New York, N. Y.—Danysz Virus, a preparation containing germs of a disease fatal to rats, mice and other mouse-like rodents, has been placed on the American market by Virus Limited, Inc. The virus was discovered or developed by Dr. Danysz, a French bacteriologist, while on research work in connection with an epidemic disease among field mice in France. It is not a poison in the ordinary sense of the word, and while rats and mice after eating bait prepared with the virus become ill and die within a few days, cats, dogs and poultry will suffer no ill effect from eating the bait or the dead bodies of rodents that have died of the disease. The disease itself is also contagious, so that it will continue after once being started, and it is claimed that proper use of the virus will effectually rid premises of rats and mice at comparatively small expense.

Adopt Uniform Weight Reporting Card.

The Weighmasters'-Scalemen's Conference, held at Chicago, Oct. 2, instructed a com'te to prepare a uniform weight reporting card for the use of terminal grain weighmasters in order that means might be provided for better checking of weight results between different markets. This action resulted from discussion which was prompted by an address on "Co-operation vs. Isolation in Weighing Matters" delivered by F. C. Maegly, A. G. F. A., Santa Fe Ry. The address itself appears elsewhere in this number of the Journal.

The com'te has now reported and a form of card has been adopted. A sample of the card is reproduced herewith.

BOARD OF TRADE Weighing Department.

Shipped from CHICAGO.....
Elevator
Initial..... No.....
Contents
Weight
Deputy Weighman.....

Received at.....
Elevator
Weight
Deputy Weighman.....
Date unloaded.....

In using the card, weighmasters are to in-

sert the information called for at the time a car is loaded at one terminal elevator, tacking the card on the grain door or in a suitable location where it will be readily found by the unloading weighman. The latter weighman, in turn, is to record the weight obtained by him. If there is a difference he will have an opportunity to investigate while the car is still at the unloading house. This may make it possible to determine the cause of many weight differences and it will enable weighing departments to check their work on every car moving between terminal markets.

Conference with Corn Belt Advisory Com'te.

Many farmers and bankers attended the conference called by Governor Warren T. McCray, chairman of the Corn Belt Advisory Com'te at Indianapolis, Ind., Nov. 29.

Eugene Meyer, managing director of the War Finance Corporation, explained that thru the War Finance Corporation the banks can make longer time loans than otherwise and he declared it is necessary for farmers to have longer loans. He complained of the extremely cautious attitude of some of the banks which are able to take care of the farmers and urged that they be more liberal.

"Very few applications for money are coming to the War Finance Corporation from Indiana."

"The co-operation of the local banks is needed. There is talk of red tape in securing money from the War Finance Corporation, but 1,000 banks have availed themselves of our offer. The number of people helped is far in excess of this number. We know our machinery is workable because it is working."

"I think things at this time are at their worst and that they are going to get better. The money situation is improving and the excessive interest rates must be brought down. A banker should not figure 8 per cent or 10 per cent as a decent rate of interest to charge a farmer. The tendency of interest rates is downward."

John Rhue, pres. of the Indiana Bankers' Ass'n, expressed the willingness of bankers to co-operate with the farmers providing proper security could be obtained for the loans. He suggested the organization of county societies of farmers which could endorse the notes of farmers wishing to make loans. He said that in nearly every case where loans have been refused proper security is lacking. He denied that Indiana bankers are indifferent and that they are not appealing to the War Finance Corporation for loans.

One farmer arose in the meeting and said he had been unable to secure a loan with 10,000 bushels of corn as security. E. T. Meredith of Des Moines, former Sec'y of Agriculture, who was one of the speakers at the meeting, demanded to know how many bankers in the audience were willing to lend money on 10,000 bushels of corn. Several hundred arose to their feet.

After a conference with governors of other states at Chicago a few days later, Governor McCray said:

Farmers should at once make application for loans from the war finance corporation to enable them to carry their corn for reasonable prices. Corn that leaves the farm at present prices does not benefit the community after values have advanced. It is absolutely essential that the loans be secured as quickly as possible if they are to do any good. There is much less red tape about it than generally believed. Farmers should see their country bankers at once, and have the proper forms made out correctly. Congress is going to be asked to permit the exportation of grain to Europe on credits, and the demand from there, especially for corn, seems almost unlimited, providing they can secure accommodations.

ALBERTA WHEAT grades higher this year than ever before. In October, between 300,000 and 400,000 bus. inspected at Calgary graded No. 1 hard, compared with 20,000 bus. of the same grade in the corresponding period last year.

It's Money in Your Pocket

to use the Universal Grain Code. Read the following letter, written by a firm that is well known and who are users of the Universal Grain Code.

111 W. Jackson Blvd.

Chicago, Nov. 3, 1920.

Grain Dealers Journal,
305 So. LaSalle St.,
Chicago, Ill.

Gentlemen:

We beg to advise that ever since the publication of the Universal Grain Code, we have used it continually with most of our brokers, and find it very satisfactory indeed. We found it a little difficult at first to educate some of our brokers to its use, but finally overcame any objections they had and now we use it almost entirely in transacting our cash grain business between the various markets in the East and Chicago. It is not only very complete in all details but is made up in a manner that permits of considerable saving in telegraph toll.

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Grain Dealers Journal
305 So. LaSalle St. CHICAGO

Suction Fan at Elevator Head.

An inspector for a mutual fire insurance company specializing in grain elevator business recently reported that on one day he had the opportunity to inspect three elevators equipped with a suction fan at elevator heads. In each installation, a suction fan was located in the cupola, with its intake pipe connected to the head and the discharge vent, of metal, extending outside. The fans are driven from the head shaft or counter shaft, so that when the leg is operating the fan also operates.

All of the elevators are located in a section producing wheat; and the inspector stated he was told by the managers that neither had swept his cupola since he started to handle this year's crop. Each has handled as high as 5,000 bus. per day.

Notwithstanding the fact that no sweeping had been done, the inspector reported that there was not a shovelful of dust on the floor of the three cupolas. The pits, too, he found to be exceptionally clean. Evidently all grain elevators can be kept clean if the operators will it.

Nonfreezing Solution for Fire Barrels.

A supply of water, in barrels located at convenient points in the plant, and with two good buckets at each barrel, is an effective means of extinguishing fire in its early stages. Grain elevator operators know that and practically every plant now has this easily provided protection; but with the approach of winter the water in the barrels may be rendered wholly useless by freezing. This can be overcome by the use of salt to form brine in the barrels, but salt attacks the hoops of barrels and may rust thru the metal and cause the container to fall apart.

A solution of calcium chloride is the most satisfactory liquid to use in fire barrels. It does not become sour and it can be made non-freezing at almost any temperature. The barrels should be of metal, not wood, and as the calcium chloride alone will attack the solder on the seams it will be advisable to add 1½ lbs. of lime to each barrel to overcome this tendency. The following table shows the quantity of calcium chloride to be dissolved in each 50-gal. barrel of water to obtain a solution that will not freeze at the various temperatures:

75 lbs.,	18 degrees above zero F.
90 lbs.,	13 degrees above zero F.
110 lbs.,	7 degrees above zero F.
125 lbs.,	Zero F.
150 lbs.,	8 degrees below zero F.
170 lbs.,	19 degrees below zero F.
190 lbs.,	32 degrees below zero F.
200 lbs.,	39 degrees below zero F.

Tetrachloride Does Not Make Bisulfid Safe.

Carbon tetrachloride is a well known and effective fire extinguisher in liquid form, and it has been suggested that a mixture with bisulfid of carbon would prevent any explosion of the vapors of bisulfid when mixed with air, while preserving the insecticide qualities of the latter.

Tests were made recently for the Mutual Fire Prevention Bureau by the Underwriters' Laboratories at Chicago on a mixture composed of one gallon of bisulfid of carbon and three gallons of tetrachloride of carbon to determine its flash point.

The apparatus used was a cubical wood box 1 cu. ft. capacity, which had a hinged cover rising easily. Three means of igniting the vapors were provided: an electric spark, bunsen burner and a gas testing flame. A small quantity of wheat was placed in the box and the fumigant poured on it. After 10 to 30 minutes attempts were made to ignite the vapors.

It was found that the mixture flashed below 14 degrees F. and when applied to grain even in small quantity sufficient vapor is given off to produce almost immediately a flammable

mixture. The ignition point of the mixed vapors is as low as 285 degrees F. It appears that while the hazard of carbon bisulfid is reduced to some extent by the mixture of 75% by volume of carbon tetrachloride, the remaining hazard is relatively high and the use of the mixture in elevators under practical conditions will be dangerous. The mixture ignites readily when in an open dish and a match applied to the surface.

Grain Sorghum School.

For some time the Bureau of Markets has been studying grain sorghums with a view to promulgating standards for grading those commodities, and tentative standards have been worked out. These tentative standards were published in the Journal for Nov. 10, page 645, and they have been adopted as official by 29 markets, including all inspection points in Kansas, Missouri and Texas, as well as Milwaukee, San Francisco, Memphis, Buffalo and Little Rock.

Ultimately it is the intention to promulgate standards to apply generally under the federal law, but officials of the federal supervision work saw that it would be necessary to bring about a better understanding of the subject in order to obtain satisfactory results in the application of any uniform system of rules. Accordingly, the men in charge of the Bureau's field office at Chicago evolved the plan of holding a grain sorghum school at Chicago for supervisors and inspectors.

The school was inaugurated the week beginning Nov. 28. Supervisors and inspectors from Kansas City, St. Louis and Fort Worth were invited to the field office at Chicago, and a course of study of grain sorghums was conducted under the instruction of B. E. Rothgeb, specialist in charge of grain sorghum investigations. Mr. Rothgeb has spent several years in the study of grain sorghums, part of this time conducting experimental farms, and he is possessed of a thorough knowledge of the subject. The studies are directed largely to an effort to obtain proper knowledge of grain sorghum identifications. This is made necessary by reason of the fact that there are numerous varieties of grain sorghums, many of which are quite similar; and few inspectors have had the training and experience to enable them to determine whether a given sample falls into one class or another.

Supervisors and inspectors from Memphis, Chicago, Buffalo and Milwaukee were invited

to attend the school during the week beginning Dec. 5; and those from Oklahoma City, Wichita and Peoria will have the week of Dec. 12.

Insurance Notes.

HOW LONG is a short circuit? That sounds like a foolish question and maybe it is. The closest we can come is that they are long enough to make short work of an elevator. —Our Paper.

A REPORT of the Underwriters Laboratories states that its experiments show a mixture of 75% carbon tetrachloride and 25% carbon bisulfide to give off a vapor that is highly inflammable, and the use of such a mixture to kill weevils or other insects is condemned as dangerous.

A DELIVERY TRUCK in the warehouse of the Monrovia Feed & Fuel Co., Los Angeles, Cal., took fire one evening recently. Smoke was seen coming from openings in the plant itself and observers thought the building to be on fire until the opening of the door disclosed the true source of the smoke.

FLOORS under stoves must be properly protected by sheet metal or cement base. Where wall clearance is less than 24 inches wall must be protected by sheet metal and asbestos with air space between wall and metal. Where ceiling clearance is less than 14 inches similar protection will be required on ceiling. Floor protection required to extend 3 feet in front and 2 feet at sides of stoves. Where flues enter chimney, pipe must fit snugly into metal collar. Where pipe passes thru ceilings or partitions, 3 inch air space thimbles or noncombustible thimble will be required. Stove pipe should be riveted and well wired. —Our Paper.

SPONTANEOUS combustion in slack coal caused a fire in the plant of the Atlas Mills, Vincennes, Ind., recently. The division wall between boilers and engine room was brick to a height of about 8 ft. and above this it was timbered and sheathed up to the frame roof. Slack coal was piled up above the brick wall and on part of the frame partition. The adjuster reported that the heat due to spontaneous combustion appeared to have worked up the brick wall to the frame portion above, and then it started the fire. Coal is one material that is actually likely to take fire spontaneously, and coal piles should be watched carefully.

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NON-FREEZING 40 BELOW ZERO

Throws a powerful continuous stream 45 feet and can be stopped and started at will. It is fool proof, simple to operate and is always in working condition. This pump has 10 quart capacity, giving a large reserve of powerful liquid and is easily recharged.

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The GRAIN DEALERS JOURNAL.

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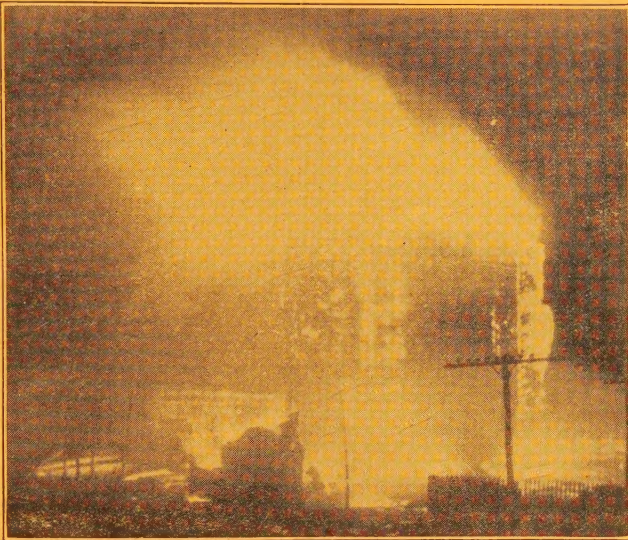
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before closing at night
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Fire

Explosion

Windstorm

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